

































































1 taken in direct response to previous joint meeting  
2 discussions. Our goal with this new item is to show the  
3 connection between joint meeting discussions and the  
4 actions taken by staff in response to those discussions.  
5 This greater transparency is intended to help increase  
6 visibility of actions that occur through these meetings  
7 and guide the coordination of our three agencies' policies  
8 going forward.

9           At the previous joint meeting on April 7, 2022,  
10 we heard presentations on the AB 285 report and the draft  
11 SB 150 report's initial findings. Both reports find  
12 California is not on track to meet its GHG and VMT  
13 reduction goals due to a transportation system and land  
14 use patterns that make us dependent on driving and usually  
15 driving alone. These findings are especially important  
16 given the role of VMT reduction in California's climate  
17 and air quality goals as Chair Randolph mentioned in her  
18 opening remarks. We also heard HCD's initial plans for  
19 administering the Regional Early Action Planning Grant  
20 Program, or REAP 2.0, which allocates \$600 million to  
21 MPOs, rural counties, and tribal governments to support  
22 transformative, local, and regional planning and  
23 implementation.

24           Keeping this focus on local and regional  
25 implementation, the joint body also heard from a panel of

1 local and regional partners that additional funding tools  
2 are needed for full implementation of Sustainable  
3 Communities Strategies

4 --o0o--

5 CARB EXECUTIVE OFFICER CLIFF: In response to the  
6 -- AB 285 report and the draft SB 150 report's initial  
7 fundings, Board members and commissioners asked for staff  
8 to collaborate to establish potential actions that  
9 agencies could take to address these findings. Board  
10 members and commissioners also asked staff to work  
11 together to identify opportunities and challenges  
12 associated with each of those potential actions.

13 Looking at the draft SB 150 report's initial  
14 findings, commissioners and Board members also identified  
15 a need for additional tools to implement regional land use  
16 and transportation solutions and a need for programs to  
17 focus on more specific measures of people's well-being and  
18 equity.

19 --o0o--

20 CARB EXECUTIVE OFFICER CLIFF: In response to  
21 that direction, staff of CARB, CTC, and HCD have worked  
22 through the interagency housing and transportation  
23 coordination work group to review the AB 285 report's  
24 findings and provide feedback to staff at the Strategic  
25 Growth Council. This feedback contributed to the

1 Councill's staff developing 72 potential actions that  
2 could be considered in response to the AB 285 report's  
3 findings. Council staff developed a report, in  
4 collaboration with our three agencies, grouping those  
5 potential actions into eight topic areas and identifying  
6 opportunities and challenges associated with each one.  
7 Council's staff released this follow-up report in August  
8 and it now -- it can now be found on the Council's  
9 website.

10 --o0o--

11 CARB EXECUTIVE OFFICER CLIFF: Our three agencies  
12 also worked together to develop program guidelines for the  
13 SB 1 competitive transportation funding programs,  
14 addressing State policy goals that were highlighted in the  
15 AB 285 report and the draft SB 150 report's initial  
16 findings. CARB staff also considered commissioner and  
17 Board member perspectives and perspectives of local and  
18 regional partners in the development of CARB's SB 150  
19 report. These perspectives address the need for greater  
20 focus on implementation and authorizing the tools to  
21 implement SCS strategies, expanding reporting on  
22 accessibility, and mobility metrics to understand equity  
23 and outcomes, and more specific discussion of the  
24 challenges and potential actions California can take to  
25 implement SCS strategies.



1                   --o0o--

2                   CARB EXECUTIVE OFFICER CLIFF:   CARB staff  
3 considered these perspectives alongside additional input  
4 that we collected in meetings with State agency staff,  
5 MPOs, and advocacy groups prior to the draft SB 150 report  
6 release on June 7.  Since that time, we concluded a public  
7 comment period on the draft report through July 15.  Staff  
8 will publish the final report later this year.

9                   HCD and CARB also considered that we've heard  
10 from local and regional partners in collab -- in  
11 collaboratively developing program guidelines for REAP  
12 2.0, along with our other State partners they and  
13 research -- sorry -- the Strategic Growth Council and the  
14 Governor's Office of Planning and Research.  HCD released  
15 NOFAs in August for MPOs, rural counties and tribes, and  
16 REAP 2.0 applications are currently being accepted through  
17 December 2022.

18                  As next steps, staff at our three agencies will  
19 continue approaches to implementing the AB 285 report's  
20 potential actions through collaborations on CAPTI  
21 implementation, updating the Regional Transportation Plan  
22 guidelines, updating the California Transportation Plan  
23 guidelines, and CARB's ongoing technical consultation with  
24 CTC to review SB 1 program applications.  Staff will also  
25 be considering the AB 285 report's potential actions and

1 the feedback we receive from regional and local partners,  
2 as CARB and HCD collaboratively administer the REAP 2.0  
3 program.

4 And with that, I'll conclude the Progress Report  
5 on Interagency Coordination and I'll hand it back to Chair  
6 Randolph.

7 CARB CHAIR RANDOLPH: All right. Thank you so  
8 much. Then we are going to go on to our next agenda item,  
9 which is a progress report CAPTI implementation. We will  
10 have an opportunity for public comment and have an  
11 opportunity for discussion amongst the commissioners,  
12 Board members, and Director Velasquez.

13 Okay. So for agenda item 2, we will hear a  
14 presentation from California State Transportation Agency's  
15 Deputy Secretary Darwin Moosavi on the draft annual  
16 progress report on CAPTI implementation. CAPTI is a  
17 landmark policy for aligning transportation funding  
18 programs with State goals for climate, health, and equity.

19 CARB is proud to have partnered with CalSTA last  
20 year to help develop the action plan, along with our  
21 partners at CTC, HCD, and other agencies. Since CAPTI was  
22 adopted in July of 2021, CARB has worked in close  
23 coordination with CalSTA, Caltrans, CTC, and HCD to help  
24 implement key strategies within CAPTI and to track  
25 results.

1 I want to thank CalSTA for its leadership in this  
2 effort. Comprised of eight strategies, CAPTI is  
3 comprehensive, affecting land use, housing, and  
4 transportation planning and systems management. It's no  
5 easy task managing partnerships and forging a coherent  
6 collective vision across these many sectors, and CalSTA  
7 has accomplished that.

8 CAPTI is a first-of-its-kind achievement tying  
9 seven transportation funding programs to several dozen  
10 distinct measurable actions to be managed and stewarded by  
11 an interagency working group. Today's discussion is an  
12 opportunity for us to hear the progress of CAPTI so far.  
13 Now, that the action plan has been in effect for a little  
14 over a year, we can begin to evaluate the early results of  
15 each of CAPTI's strategies, explore areas for improvement,  
16 and discuss next steps.

17 CAPTI provides a framework for partnerships and  
18 collaboration across agencies leveraging our respective  
19 areas of expertise. So I thank awe CalSTI for taking the  
20 time -- CalSTA for taking the time to have this discussion  
21 and invite Deputy Secretary Moosavi to give the  
22 presentation.

23 (Thereupon a slide presentation).

24 CalSTA DEPUTY SECRETARY MOOSAVI: Great. Well,  
25 thank you so much Chair Randolph for that introduction.

1 Thank you Vice Chair Guardino, Executive Director Weiss,  
2 Executive Officer Cliff, and the rest of the Board members  
3 and council members for -- for having me here today. As  
4 mention, I'm Darwin Moosavi, Deputy of Environmental  
5 Policy and Housing at the State Transportation Agency.  
6 I'm excited to be able to give you all an update on the  
7 work that we've been doing along with the staff from all  
8 of your -- your agencies on CAPTI implementation.

9 So I'll start with a bit of a very quick overview  
10 of CAPTI itself and then dive into some of the  
11 implementation progress we've made thus far and look  
12 forward to the questions and discussions afterward.

13 Next slide, please.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: I think I got  
16 ahead of myself covering the agenda.

17 Next slide, please.

18 --o0o--

19 CalSTA DEPUTY SECRETARY MOOSAVI: And one more.

20 --o0o--

21 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you.

22 So just as a -- as a reminder for -- for folks  
23 and for folks who may be newer to this conversation, the  
24 California Transportation Infrastructure -- Action Plan  
25 for Transportation Infrastructure was borne out of

1 Executive Order N-19-19, which directed CalSTA to leverage  
2 State transportation spending to help meet our climate  
3 change goals. That was an Executive Order signed back in  
4 September of 2019. And that kind of started a two-year  
5 process that we undertook to put this plan together  
6 working across agencies and stakeholders.

7 California State transportation agencies play a  
8 role in scoping, recommending, or selecting projects in  
9 over \$5 billion of transportation investments annually.  
10 And so this plan and that Executive Order really targeted,  
11 you know, how do we leverage those investments to help  
12 meet our climate change goals.

13 Next slide.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: So that \$5  
16 billion I -- I referenced refers to this set of -- of  
17 programs. And as mentioned, I think the uniqueness about  
18 this set is there is some sort of leverage point whether  
19 it's directly with the CTC, through Caltrans project  
20 nomination process, through a CalSTA project selection  
21 process, or a combination of -- of those levers where the  
22 State plays a role in project selection in these -- in  
23 these programs. So it provides us with key opportunity to  
24 make sure that within those statutory goals of those  
25 programs that we're prioritizing projects that helps

1 reduce greenhouse gases and meet our climate change goals.  
2 Obviously, as you can see, there's a wide range of  
3 investment types amongst these -- these programs, some are  
4 more naturally aligned to reduce greenhouse gases and some  
5 have required, you know, more work amongst our agencies to  
6 think about opportunities to do so in this program.

7           Next slide, please.

8                               --o0o--

9           CalSTA DEPUTY SECRETARY MOOSAVI: So CAPTI itself  
10 provides a holistic framework for aligning state  
11 transportation investments with climate, health, and  
12 equity goals, but it does include a specific set of kind  
13 of 10 guiding Principles that make up that framework and  
14 then eight individual strategies that include 34 total  
15 actions that create a vision and a plan for prioritizing  
16 State transportation investments.

17           So it's both a -- a framework we're using in --  
18 in frankly all of our work to think about what types of  
19 guiding principles should guide the work that we do and  
20 what we should be thinking about in transportation and  
21 then comes with very specific actions that we've been  
22 working to -- that all of our agencies have been working  
23 to implement over the last year, since its adoption.

24           Next slide.

25                               --o0o--

1           CalSTA DEPUTY SECRETARY MOOSAVI: And I wanted to  
2 also highlight that complementary to this effort, you  
3 know, CAPTI has a bit of a -- a -- as mentioned, a bit of  
4 narrow scope, but there's a lot of work happening on the  
5 climate change infrastructure front that's really  
6 important. So complementary to this effort, obviously is  
7 high-speed rail and our efforts on high-speed rail, which  
8 play a critical role in bringing CAPTI's vision to  
9 fruition. One of CAPTI's guiding principles is about  
10 building out a statewide transit and rail network. Well,  
11 the backbone of that network is obviously the high-speed  
12 rail efforts going on, with the goal of an operating  
13 segment between Merced and Bakersfield in 2030.

14           Also, kind of outside of CAPTI's scope, but very  
15 much helpful to and aligned with CAPTI goals are all of  
16 the new funding opportunities that -- that we are lucky to  
17 have at our -- at our disposal to help meet these goals in  
18 front of us. \$5.5 billion in federal formula funding for  
19 transportation infrastructure projects and then last  
20 year's State budget that includes \$13.4 billion in State  
21 budget -- in the State budget for transportation  
22 improvements, which is obviously historic to have that  
23 kind of funding, in addition to our existing ongoing  
24 funding available for these uses.

25           And I'll highlight some specifics there that

1 actually do directly tie to CAPTI and things that we asked  
2 for later in the presentation.

3 Next slide, please.

4 --o0o--

5 CalSTA DEPUTY SECRETARY MOOSAVI: So I'll shift  
6 gears to talk about CAPTI implementation now. Thank you  
7 for bearing with me through that overview.

8 --o0o--

9 CalSTA DEPUTY SECRETARY MOOSAVI: So timeline  
10 for -- for CAPTI. As mentioned, we adopted the plan last  
11 July. The CTC passed a resolution of support in August.  
12 And since then, we've all been working on implementation.  
13 We put out, as promised in our -- in CAPTI itself, an  
14 annual report detailing the progress we've made on  
15 implementation. The first one came out October 3rd of  
16 this year. We're actually currently in a public comment  
17 period on that -- on that progress report that ends  
18 tomorrow. It's been in public comment for about a month  
19 here. And we will there -- thereafter take those comments  
20 and make any necessary adjustments or up dates to the plan  
21 and -- and post a final progress report on our website  
22 before the end of the year.

23 Next slide.

24 --o0o--

25 CalSTA DEPUTY SECRETARY MOOSAVI: So in terms of



1 our implementation approach that -- that we've been  
2 taking. As mentioned earlier, there are multiple kind of  
3 aspects to -- to CAPTI itself. We're using the framework  
4 to drive decision-making at CalSTA kind of at -- at large,  
5 particularly on these programs, but looking for  
6 opportunities beyond where feasible.

7           And then through kind of interagency efforts,  
8 folks are working to implement the specific identified  
9 actions. And we've been doing a lot of tracking on that  
10 and that's a lot of what I'll be talking about here today  
11 and highlighting kind of key successes here.

12           And then, you know, I'll also touch on --  
13 importantly in the annual report, we outline a new metric  
14 study that we're undertaking, because as mentioned  
15 earlier, I think a key aspect of this will be to measure  
16 the outcomes that come out of our implementation to -- to  
17 really be able to reflect on and -- and see if -- if the  
18 plan is working, are we actually moving towards our goals,  
19 what do our investments look like, are they shifting, and  
20 in what direction on some of those key metrics that I'll  
21 touch on later.

22   --o0o--

23           CalSTA DEPUTY SECRETARY MOOSAVI: So in terms of  
24 what is and isn't included in the annual report, I just  
25 wanted to really quickly touch on that. So the report

1 does include a status item for each action and talks about  
2 where we are in every single action included in the  
3 original plan. It highlights kind of key successes that  
4 we've had in implementation so far. And then it does  
5 include that preliminary discussion of data and metrics  
6 that -- that I mentioned.

7           What the plan does not -- or what the -- sorry,  
8 the progress report does not do is provide any updates to  
9 the CAPTI framework itself or at or remove any of the  
10 actions. And part of the reason for that is, as you'll  
11 see as I go through this, we're very much, I think,  
12 midstream in a lot of work. Although, we've done a really  
13 great job across agencies implementing a lot of the  
14 actions, a lot of those investments tied to those actions  
15 have not yet been made. So we haven't even seen a full  
16 cycle of -- of program investments to really be able  
17 reflect on is this working, what else do we need to be  
18 doing, how do we shift? So I think that will be kind of a  
19 key reflection point once we do have those investments to,  
20 at that point, think about how do we update the plan.

21   --o0o--

22           CalSTA DEPUTY SECRETARY MOOSAVI: And just real  
23 quick before we dive into the details, I wanted highlight  
24 some of the -- the areas of early successes, as well as  
25 touch on here in a minute program guideline alignment.

1 There's been a lot of work, a lot of it at the CTC. So  
2 thank you so much to commissioners and staff for all the  
3 work to update program guidelines, as well as, there's  
4 been some work at CalSTA and Caltrans as well.

5 Project programming alignment, there's been a lot  
6 of work done to really think about our -- our planning and  
7 programming kind of processes and how to bring that into  
8 further alignment. A lot of effort on stakeholder  
9 engagement and kind of upping our game, if you will, on --  
10 on how we engage our stakeholders. It was embedded into  
11 the actions of the plan. And then allocation of State and  
12 federal funding, some -- some key areas there that we'll  
13 touch on.

14 Next slide.

15 --o0o--

16 CalSTA DEPUTY SECRETARY MOOSAVI: So I will, if  
17 you can bear with me here, walk through some -- some of  
18 our -- our, I think, important progress we've made. And  
19 I'll highlight some of the -- the actions and the work  
20 we've done on them. Some of these are kind of grouped  
21 together, not specifically action by action. And there  
22 will be a bunch of actions I -- I don't talk about, since  
23 there are 34, but happy to discuss any one of those in --  
24 in the discussion afterwards.

25 --o0o--

1 CalSTA DEPUTY SECRETARY MOOSAVI: And just wanted  
2 to start off by building on what I just mentioned about  
3 the CTC's work on SB 1 guidelines. I wanted to recognize  
4 the great work that's been done on the Solutions for  
5 Congested Corridors Program as well as the Trade  
6 Corridor Enhancement Program to implement the actions  
7 as -- as written in -- in the plan. Those have now been  
8 incorporated by the CTC into their adopted guidelines for  
9 both programs and went through a public process to -- to  
10 get there.

11 The Solutions for Congested Corridors Program now  
12 includes updated criteria that will hopefully help  
13 prioritize some transit, bicycle, and pedestrian type  
14 infrastructure investments really through better  
15 accounting for vehicle miles traveled impacts, when we  
16 think about congestion. So -- and then in the Trade  
17 Corridor Enhancement Program guidelines, the Commission  
18 has worked to -- amongst other things, I think one of the  
19 key highlights is to clarify zero-emission infrastructure  
20 eligibility and help create a clearer path for how -- how  
21 folks can use those existing eligibilities in that program  
22 to really move zero-emission vehicle projects forward  
23 through the Trade Corridor Enhancement Program.

24 So I think those are some really important  
25 updates we've done -- that the CTC has done over the last

1 year.

2 Next slide, please.

3 --o0o--

4 CalSTA DEPUTY SECRETARY MOOSAVI: All right. So  
5 the Transit and Intercity Rail Capital Program guidelines  
6 were also updated. This is a program that we have now  
7 also done one round of funding since that -- that update.  
8 And we're -- we're happy to report that, you know, the  
9 updates that were around really focusing on -- on clean  
10 fleets, and -- and equipment, and helping meet those  
11 zero-emission fleet goals for transit agencies. We leaned  
12 into that in the Transit and Intercity Rail Capital  
13 Program guidelines and as a result were able to fund 393  
14 zero-emission buses, 51 zero-emission shuttles and  
15 microtransit vehicles, eight new light rail vehicles, and  
16 two zero-emission ferries, which are, for -- for context,  
17 much larger numbers for the dollar available than previous  
18 rounds.

19 So working through the guidelines to -- to kind  
20 of clarify that eligibility and create a clearer pathway  
21 for those types of projects to apply by showing how they  
22 can do other integrated travel type improvements that do  
23 increase ridership with the pathway we used to -- to help  
24 increase those numbers.

25 Next slide.

1                   --o0o--

2                   CalSTA DEPUTY SECRETARY MOOSAVI: Prohousing  
3 Program guidelines. So in those three -- or I should say  
4 in the Transit and Intercity Rail Capital Program,  
5 Solutions for Congested Corridors, and the Local  
6 Partnerships program, as well as some additions to the  
7 Active Transportation Program, thanks to the work of HCD  
8 working in partnership with CTC and with CalSTA, we were  
9 able to bring the Prohousing Designation Program that HCD  
10 has into those programs and create policies that help  
11 incentivize the applicants to really work with their  
12 jurisdiction to make sure that they are incentivizing  
13 housing in the right places and creating policies that  
14 will lead us to our housing goals.

15                  CTC VICE CHAIR GUARDINO: Darwin --

16                  CalSTA DEPUTY SECRETARY MOOSAVI: Yes.

17                  CTC VICE CHAIR GUARDINO: -- if it's okay - I  
18 don't want to throw you off - but thank you for using a  
19 photo of a bike lane that actually provides some measure  
20 of safety, rather than just those wonderful painted lanes  
21 that are good, but are more a perception of safety than a  
22 reality. So pictures matter and this is really helpful.

23                  CalSTA DEPUTY SECRETARY MOOSAVI: Appreciate that  
24 Vice Chair. And I agree, yes, it's -- it's -- and I know  
25 the Active Transportation Program has -- has done a lot to

1 help fund buffered and protected bike lanes, which I think  
2 are going to be critical to building the safe and  
3 connected bicycle and pedestrian network that we need. So  
4 thank you for pointing that out.

5 CTC VICE CHAIR GUARDINO: Thank you. When I ride  
6 my bike, I now use bubble wrap around my whole body.

7 (Laughter).

8 CalSTA DEPUTY SECRETARY MOOSAVI: Well, our goal  
9 will be one day for you to not have to do that, Vice  
10 Chair, so we'll continue working towards that.

11 Next slide, please.

12 Can I get the next slide?

13 CTC VICE CHAIR GUARDINO: See, I've thrown off  
14 the whole thing now.

15 Next slide.

16 CalSTA DEPUTY SECRETARY MOOSAVI: Now that  
17 picture doesn't want to go away since you like it so much.

18 (Laughter).

19 --o0o--

20 CalSTA DEPUTY SECRETARY MOOSAVI: All right.  
21 There we go. So the next item I wanted to highlight is  
22 the Interregional Transportation Improvement Program, also  
23 known as the ITIP. This is -- this was the first kind of  
24 set of funding that went out that was under kind of the  
25 implementation era of CAPTI. And we're, you know, happy

1 to report that I think Caltrans staff did a tremendous job  
2 working with stakeholders to try to identify and come up  
3 with ways to move multimodal projects forward while also  
4 funding some legacy projects that were also in the  
5 pipeline. There is till some of this funding in a -- in a  
6 rail reserve where Caltrans is working with the Commission  
7 to identify projects that -- that help meet ITIP goals and  
8 also align with those multimodal objectives, but -- but  
9 overall there is a kind of significant shift in the types  
10 of projects towards multimodal projects in the -- in the  
11 ITIP this year.

12 Next slide, please.

13 --o0o--

14 CalSTA DEPUTY SECRETARY MOOSAVI: As was  
15 mentioned earlier, the Equity Advisory Committee that is  
16 being launched in partnership between CalSTA, Caltrans,  
17 and the CTC, I think this is going to serve a huge need  
18 and a huge role and is a -- a great opportunity to further  
19 engage our community members in our work. I think this  
20 will be kind of critical to bolstering our equity work  
21 that I think is ultimately really important to making sure  
22 we meet our climate goals in an equitable way.

23 Next slide.

24 --o0o--

25 CalSTA DEPUTY SECRETARY MOOSAVI: CalSTA did



1 earlier this year hold a Rural Transportation Solutions  
2 Summit with the Rural Counties Task Force -- in  
3 partnership with the Rural Counties Task Force. The  
4 purpose of this summit was -- was both to create space to  
5 think about how rural communities can find opportunities  
6 to better align projects with CAPTI goals or move projects  
7 forward that fit a rural setting that also align with  
8 CAPTI, but also for the State and for us to learn about  
9 the Challenges that rural agencies face in moving their  
10 projects forward to see what we can do. And a lot of this  
11 I'm hoping can be, you know, iterative into future  
12 considerations in CAPTI and the future of what we can do  
13 to support rural agencies in their work.

14 So I think this was a really good start to our  
15 conversation. The action itself in the plan was just to  
16 hold the summit, about I think it's -- it's just the  
17 beginning of a lot of work we hope to do with -- with the  
18 Rural Counties Task Force moving forward.

19 Next slide.

20 --o0o--

21 CalSTA DEPUTY SECRETARY MOOSAVI: All right.  
22 Thanks for bearing with me here. I think this is my -- my  
23 last kind of implementation highlight, if I'm not  
24 mistaken. But I also want to highlight some funding  
25 increases that were directly tied to calls that came out

1 of CAPTI and actions that came out of CAPTI. So the  
2 Active Transportation Program received an increase of \$100  
3 million per year in federal funding as well as a -- an  
4 over \$1 billion one-time increase, which is both  
5 reflective of -- of a call that came out of the CTC and  
6 was also included in -- in CAPTI as an action item to  
7 increase that funding.

8           We did -- much like was mentioned earlier by Vice  
9 Chair Guardino, we're also interested in working on  
10 long-term -- additional long-term active transportation  
11 funding solutions, but are very grateful for this one-time  
12 funding in the budget that I think will help with the  
13 tremendous backlog of projects, and excited to see those  
14 cycle 6 awards kind of help with that.

15           The Highways to Boulevards Pilot Program, which  
16 was something called for in CAPTI, which is our State  
17 component to -- to leverage the federal Reconnecting  
18 Communities Program that was created in the IIJA received  
19 \$150 million in the budget, and Caltrans is currently  
20 working on implementation of that -- of that program to  
21 help reconnect communities and repair past harms by -- by  
22 taking down barriers between -- between communities that  
23 were -- were created due to transportation choices of the  
24 past.

25           So we're really -- I think this is a tremendous

1 area of work that the Department is diving into and I'm  
2 personally very excited to see where that goes. And I  
3 think it's a very promising part of the work that the  
4 Department is doing.

5 Next slide, please.

6 --o0o--

7 CalSTA DEPUTY SECRETARY MOOSAVI: All right. So  
8 just to wrap up, I wanted to talk about kind of evaluation  
9 of CAPTI impacts and kind of where we go from here and  
10 what all of this means to -- to the work that we're all  
11 doing together.

12 --o0o--

13 CalSTA DEPUTY SECRETARY MOOSAVI: This is a  
14 summary -- so a lot of those that I went through, I  
15 marked -- or many of those are completed actions. We have  
16 completed 35 percent of all the actions listed in CAPTI,  
17 or 12 actions in total, and have another 18 that we have  
18 identified as -- as underway. And these are -- these are  
19 actions that are well underway. So, you know,  
20 collectively, that means 88 percent of the plan is, I  
21 think, very much on track to completion.

22 We identified short-term and medium-term actions.  
23 In the short-term range, we gave ourselves three years to  
24 do those short-term actions. And I think we're well ahead  
25 of -- ahead of the curve to meeting that mark on most of



1 outcomes, to think about how those projects and future  
2 cycles, what are those outcomes and those projects and how  
3 do they differ or not from previous cycles kind of  
4 pre-CAPTI adoption. And so we'll be measuring emissions,  
5 economic prosperity, and social equity benefits to try to  
6 see how are our project portfolios shifting as a result of  
7 these actions that we have implemented.

8 Next slide.

9 --o0o--

10 CalSTA DEPUTY SECRETARY MOOSAVI: So this is a  
11 little bit of a deeper dive of the specific metrics that  
12 we hope to measure under each of these buckets. And  
13 this -- as I mention, this is part of a study that's just  
14 kicking off now and we're hoping could be something that  
15 we have some preliminary results for in -- in future  
16 iterations, hopefully next year of the annual report.

17 Next slide.

18 --o0o--

19 CalSTA DEPUTY SECRETARY MOOSAVI: So just to wrap  
20 up, as mentioned, we are accepting written comments on  
21 this draft and, of course, comments today from  
22 stakeholders who -- who wish to engage until tomorrow.  
23 We've been receiving comments from folks over the last  
24 month. So thanks to folks who have already submitted  
25 their -- their responses to us. And then we're hoping to

1 release a final report that is reflective of everything we  
2 hear by the end of this year.

3 So thank you for bearing with me through that  
4 presentation and I'm open to a discussion and any  
5 questions you may have.

6 CARB CHAIR RANDOLPH: All right. Thank you.  
7 That was very comprehensive and impressive. We're going  
8 to take some time and here from the public, and then we'll  
9 have shall discussion, and conversation with Board members  
10 and commissioners. So Board Clerk, would please call  
11 commenters.

12 CARB BOARD CLERK HARRINGTON: Thank you. We  
13 currently have six commenters. The first person is Marcus  
14 Fuller.

15 MARCUS FULLER: Good morning, everyone. Esteemed  
16 Chairs and commissioners, this is a -- a very unique  
17 opportunity to address you on the significance of the  
18 State's CAPTI movement, which, you know, as -- as we can  
19 all appreciate is a -- a major paradigm shift on -- on how  
20 we invest in our transportation infrastructure to better  
21 meet all of the various important environmental and social  
22 justice issues affecting local communities.

23 I had the opportunity to meet with Commissioner  
24 Martinez yesterday. And I -- I think her for pointing me  
25 to this meeting, which is being held in my own backyard in

1 Riverside within the greater Inland Empire. You know, my  
2 name is Marcus Fuller and I have the honor as serving as  
3 City Manager for the City of Rialto right here in the  
4 Inland Empire.

5           And I also have a unique perspective, because as  
6 I grew up in my professional career as a licensed civil --  
7 civil engineer in the public works field, I had the  
8 benefit of, you know, working on and delivering important  
9 capital improvement projects at the local level. And  
10 it's -- it was always an honor to do those projects to  
11 improve the quality of life for our communities. In my  
12 later career now serving at the highest executive levels  
13 of local government, I now need to do as CAPTI does and  
14 see how we can better leverage our limited local funds for  
15 all of the different investments throughout the City to  
16 address all the different needs of the City's residents  
17 and business owners.

18           Commissioner Martinez shared her very relevant  
19 observation with me yesterday, which aligns with CAPTI,  
20 which was we see all the investments that all of us have  
21 made here in -- throughout the state and Southern  
22 California with widening of freeways, but it hasn't  
23 obviously had the effect of what we hoped for with --  
24 which is reduced traffic congestion. And, of course,  
25 there's many reasons for that.

1           However, as we all coordinate on this paradigm  
2 shift of working to move the traveling public to other  
3 modes of travel and fewer vehicles on our roadways, at a  
4 more local and granula level -- granular level, I'd like  
5 to share that there still remains some improvements to be  
6 made at the local level that support regional traffic  
7 needs, especially in communities like Rialto that have  
8 made land use decisions over the years to support the  
9 important logistic centers that have had their benefits by  
10 providing important jobs and improvements to the local  
11 economy, but as you can imagine, impacts of increasing  
12 traffic and truck traffic importantly, and the  
13 environmental impacts that that causes.

14           Bear with me for a second. In Rialto, we see  
15 that impact daily. And it's my hope that as we move with  
16 the paradigm shift represented by CAPTI, we do not  
17 overlook some remaining investments in the transportation  
18 infrastructure at a local level that will address the many  
19 important principles of CAPTI by eliminating traffic  
20 congestion, reducing greenhouse gas emissions, and  
21 improving air quality and environmental effects.

22           For the benefit of the CTC Commissioners here  
23 today, and I'll wrap up -- I believe that was my time --  
24 I'll wrap up right now. We will be submitting an  
25 important project through the Trade Corridor Enhancement



1 Program for a project at the juncture of Interstate 10 and  
2 Riverside Avenue where over 10,000 trucks per day --

3 CARB BOARD CLERK HARRINGTON: Thank you. That  
4 concludes your time.

5 MARCUS FULLER: -- access Interstate 10. So I  
6 would hope you would appreciate some of the thoughts I had  
7 shared with you today. And I really appreciate your time.

8 Thank you.

9 CARB BOARD CLERK HARRINGTON: Thank you.

10 Next up we have Manny Leon.

11 MANNY LEON: Thank you, members of the Board.

12 Manny Leon, California Alliance for Jobs.

13 And before I start my formal comments, may I just  
14 say that I'm a little unsettled and don't know if -- that  
15 I'm seeing Starbucks holiday cups already. I'm just  
16 saying that --

17 (Laughter).

18 MANNY LEON: -- I'm still drinking pumpkin spice,  
19 so I'm not ready to transition to peppermint yet. I'm  
20 just saying, so --

21 CTC VICE CHAIR GUARDINO: Hey. Hey. This was  
22 the size of my ice coffee this morning. They're going to  
23 start putting diving boards on the side of these things.

24 MANNY LEON: I'm just saying, right,  
25 Commissioner, it's a little too --

1           CTC VICE CHAIR GUARDINO: By the way, that  
2 doesn't come out of your time.

3           MANNY LEON: Thank you. And so the Alliance has  
4 submitted a formal comment letter with respect to the  
5 CAPTI progress report. We submitted that earlier year  
6 this week. I have three points to make.

7           First and foremost, the construction industry  
8 acknowledges and understands the need for the green  
9 transition. With that in mind, we strongly urge the ARB  
10 and CTC to actively engage and work with stakeholders,  
11 including the construction industry, to develop policies  
12 and program guidelines that are both practical and will  
13 allow the State to realistically reach its climate  
14 objectives.

15           Second, we ask CalSTA and Caltrans for an  
16 increased engagement and greater participation with  
17 stakeholders in the development of Caltrans's -- Caltrans  
18 System Investment Strategy, otherwise known as CSIS.  
19 While we have -- while we all have the opportunity to  
20 submit formal comments regarding the next round of CSIS  
21 development by the middle of this month, it's unclear if  
22 CalSTA and Caltrans are meeting with stakeholders and  
23 actively engaging throughout this development process.

24           And third and most importantly, as policies and  
25 programs -- policy and program guidelines continue to be

1 developed and carried out under the CAPTI footprint, we  
2 strongly urge the intent and integrity of existing  
3 transportation funding programs is preserved. For  
4 example, with respect to the Local Partnership Program,  
5 regional transportation agencies work diligently to  
6 prepare local sales tax measures with expenditure plans --  
7 with expenditure plans that are designed to meet their  
8 local transportation needs. These expenditure plans are  
9 approved by the voters with a super majority no less.

10  
11 It's imperative that the promises made in those  
12 plans are promises kept by public entities. Again, we ask  
13 that the intent -- integrity of the existing  
14 transportation funding programs remains preserved and  
15 thank you for your time.

16 CARB BOARD CLERK HARRINGTON: Thank you.

17 Next up, we have Sandy Naranjo.

18 SANDY NARANJO: Good morning, esteemed leaders of  
19 CARB, CTC, and HCD. My name is Sandy Naranjo. I'm the  
20 Policy Advocate for ClimatePlan, which is a network of  
21 organizations dedicated to creating a healthier  
22 sustainable California where people of all backgrounds and  
23 incomes have the opportunity to thrive.

24 I am joined by members of the ClimatePlan network  
25 here in person and here virtually to provide our testimony

1 on our position on the draft 2022 CAPTI Annual Progress  
2 Report. We find CAPTI to be critical in aligning our  
3 annual five plus billion transportation budget with the  
4 State's climate health and equity goals. While we  
5 appreciate the enthusiasm of our State agencies to  
6 complete the actions and strategies outlined in CAPTI, we  
7 want to point out that the report of over 88 percent of  
8 the strategies that is completed or underway does not  
9 accurately reflect the complexity of aligning  
10 transportation spending to address climate change, equity,  
11 and public health.

12           The success of CAPTI should be measured by the  
13 proportion of transportation investments that are reducing  
14 actions, promoting public health, and equitable investment  
15 in our communities. While we do know that completing  
16 strategies and actions are important, our network urges  
17 that these actions must lead to implementation, such as  
18 the following, reevaluating progress. Indicating a  
19 strategy is completed does not accurately reflect the  
20 status of implementation. In many cases, items being  
21 added to guidelines or discuss a need are counted as  
22 complete and where in reality, it is only the first step  
23 in a multi-phase process. Transportation around  
24 investments, CAPTI should focus State's investments and  
25 provide an impetus to divert money from projects that

1 adversely impact communities of concern to projects that  
2 benefit environment, public health, and economy in future  
3 progress reports. We would actually like to see a  
4 breakdown of investments.

5           And updating CAPTI. As we know, it's a living  
6 document and there must be plans to update strategies'  
7 actions. The process to update CAPTI should be outlined  
8 and transparent.

9           We thank you again for your time and you'll be  
10 hearing from fellow members of the ClimatePlan network on  
11 the different aspects of the draft annual report.

12           Thank you.

13           CARB BOARD CLERK HARRINGTON: Maureen[SIC]Norman.

14           MARVIN NORMAN: Good morning. My name is Marvin  
15 Norman. That's all right. I -- my handwriting always  
16 gets that -- does that to me. But on behalf of CCAEJ and  
17 myself and Inland Empire Biking Alliance and -- I was glad  
18 to see this update of CAPTI. It's good to see that, you  
19 know, first off, that it's being implemented and that it's  
20 being -- you know showing truths. And we preferred con --  
21 point that -- the legislation was passed earlier was  
22 vetoed, but we're glad that there's a commitment to  
23 continue updating it. And hope to see that continue to  
24 work.

25           Of course, we need the additional investments

1 especially in the alternative transportation options. I  
2 know sometimes there is a -- an idea that some things  
3 won't work some places. But, you know, right outside of  
4 this building, we have, you know, the protected bike lane  
5 here in the Inland Empire. And it's one of the better  
6 ones I've seen in the State actually in terms of its  
7 construction.

8           And so -- so if we could get more of those, it  
9 would be great. And I've -- in terms of Active  
10 Transportation Plan, we definitely would agree that we  
11 need more funding there. Our Active Transportation  
12 Program, the recent round was especially brutal -- despite  
13 the additional funding was especially brutal for the  
14 Inland Empire.

15           Out of the entire region, there were four  
16 projects funded at the State level, one in Coachella  
17 Valley and three in the Jurupa Valley, and zero projects  
18 funded in San Bernardino County, where -- at the State  
19 level. So part of that is, you know, I think as a bike  
20 advocate, I know -- I know I've not been completely  
21 pleased with some of the projects that some agencies put  
22 forth and think they could do better. But there also  
23 is -- just is a lack of resources and shows the real need  
24 that we have, because a lot of projects -- big projects  
25 got funded, which, you know, kind of took up the funding

1 that usually -- that would usually get caught for,  
2 that would -- that the other projects we're getting in the  
3 past.

4 We also would like to see -- make sure that CAPTI  
5 continues to prioritize the clean investments and making  
6 sure that it, as much as possible, we keep the -- the  
7 polluting -- the most polluting users and uses, you know,  
8 complying to their -- their set routes. We continue to  
9 have a big problem in this region with truck routes or --  
10 or the lack thereof, leading to trucks everywhere.

11 And so part of CAPTI's work to provide more clean  
12 options would help in that regard and to fund the projects  
13 that keep the trucks on their designated routes instead of  
14 wandering through our neighborhoods, and by our schools,  
15 and by our parks, and elsewhere where we have our most  
16 vulnerable users.

17 So thank you again for your time and for the work  
18 on this project.

19 Thank you.

20 CTC COMMISSIONER LYOU: Madam Chair, can I ask a  
21 question?

22 CARB CHAIR RANDOLPH: Yes.

23 CTC COMMISSIONER LYOU: Marvin, I think if I --  
24 if I remember correctly, you served as one of the  
25 reviewers on our Active Transportation Program funding

1 proposals. Okay. I just want to thank you for that,  
2 because without the help of people like you going through  
3 and helping our staff assess those -- those proposals, we  
4 would never be able to even get that money out the door.  
5 So thank you for -- for providing your assistance in that  
6 process.

7 MARVIN NORMAN: Yeah, thanks for -- yeah, three 3  
8 years now. I'm glad to do it.

9 CARB BOARD CLERK HARRINGTON: Next is Amparo  
10 Miramontes.

11 CTC VICE CHAIR GUARDINO: As Amparo makes her way  
12 down, Marvin, I'd also like to thank you. We -- we depend  
13 on about a hundred volunteers to help our amazing  
14 professional staff with those evaluations every cycle.  
15 And the fact that you continue to do that is greatly  
16 appreciated. And thanks for bringing your daughter today  
17 as well.

18 AMPARO MIRAMONTES: Hi. Good morning. My name  
19 is Amparo Miramontes. I am here on behalf of my family,  
20 but I'm also working with CCAEJ as their Policy Director.

21 I'd like to thank the opportune -- thank everyone  
22 for the opportunity to comment on the CAPTI Draft Plan.  
23 And I'd specifically like to start off with just talking  
24 about what it feels like to be a parent and wanting to  
25 have your kids ride their bikes and they can't.



1           So I think that -- pointing out that image where  
2 there was the buffer is really important to me, because I  
3 live in Fontana, on the boarder of Rialto. And our kids  
4 have the Pacific Electric Trail, where we could ride  
5 bikes. But to get there, you literally have to have a  
6 car, because the prioritization has been, you know, the  
7 logistics sector or these huge big rigs that are on every  
8 road, even on the roads they're not supposed to be on.

9           And so that makes it very difficult as a mother  
10 to want to encourage my children to ride their bikes or  
11 even ride bikes down to the trail that is beautiful and  
12 awesome, but I think there's some fundamental issues that  
13 we need to resolve.

14           In regards to the draft plan, on page 26, I  
15 noticed that there's social equity tools that list  
16 CalEnviroScreen 4.0 and there's some tools listed for  
17 emissions. I would encourage that we reach out to the  
18 Robert Redford Conservancy at Pitzer College and Radical  
19 Research to use their warehouse city tool. If one of the  
20 things that we identify is the multimodal access to public  
21 transportation to the roads themselves, then we probably  
22 need to start overlaying what those warehouses look like.

23           And we were overlaying that, there's an amazing  
24 tool that they have built that shows the warehouses where  
25 they are today, where they will be, and they've built a

1 knew act -- new part of this that shows where schools are.

2           So when we talk about having accessibility, we  
3 really need to remember there's children walking home  
4 and/or they could ride their bikes, but it's not safe, and  
5 a lot of times there's no sidewalks. And so in the  
6 report, I also saw complete streets only mentioned three  
7 times, which I don't think is enough, because really we're  
8 looking in the future state, where we're talking about  
9 urban sink -- heat sinks. And Rialto did an amazing  
10 climate impact report where they expect to see more than  
11 20 high heat events. And if we're taking public  
12 transportation, there's nowhere to run.

13           And so you're going to be waiting for the bus in  
14 extreme heat. And we haven't seen -- I didn't see enough  
15 mention of landscaping in there to help combat that urban  
16 heat sink effect. And I didn't see enough play on  
17 permeable materials or cool effects. So I would encourage  
18 that we take a deep look at the fact that, you know,  
19 there's going to be kids walking home from school and  
20 there's not enough access to safety, safe routes. And I  
21 think that should be incorporated as well.

22           And if we are going to be looking at complete  
23 streets, we really, really need to remember that there  
24 needs to be cool places to rest and there needs to be  
25 places to get water. And if we could prioritize, you

1 know, children and families in this plan as well, I would  
2 really appreciate. Thank you so much for your time.

3 CARB BOARD CLERK HARRINGTON: Thank you.

4 Next is Jacki Bacharach.

5 JACKI BACHARACH: Thank you so much. I share  
6 with Marvin bad handwriting. I'm from the South Bay  
7 Cities Council of Governments. And we are the -- what we  
8 call the real south bay. We're in the area of Los Angeles  
9 County between the Port of Los Angeles and LAX. We're 16  
10 cities, part of the City of Los Angeles and county  
11 unincorporated area. And we're ethnicity, geography,  
12 language, a real microcosm of California.

13 And I'm here because I wanted to talk to you  
14 about the 20 years of data that we have been doing,  
15 research and pilot projects in the South Bay Cities  
16 Council of Governments. We have come up with four  
17 relevant facts that I want to start with. And those  
18 relevant facts are that 70 percent of our trips are three  
19 miles or less. Ninety percent of our trips are 10 miles  
20 or less. We're traveling locally. Eighty percent of our  
21 traffic is on 20 percent of our streets.

22 And the final statistic is we have about 286,000  
23 second, third, and fourth vehicles in households. And if  
24 we can make a dent in that, then we think we're doing  
25 something that will make a major difference to support

1 State goals.

2 So what are our re -- what's our response?

3 Our response is that we're working to implement a  
4 zero-emission micro-mobility network that will provide  
5 more travel options for all ages and abilities. And what  
6 I mean by that is if you look at the -- you have streets  
7 today. You see Neighborhood Electric Vehicles. You see  
8 scooters. You see segues sometimes. And there's no safe  
9 places for those to go.

10 So we're looking at not only bikes, but all of  
11 those others for our micro-mobility network. We call it  
12 the South Bay Local Travel Network and we're implementing  
13 it with our cities. It provides sustainable, healthy,  
14 equitable travel and is applicable to communities we feel  
15 throughout the state of California.

16 It reflects travel patterns in our communities  
17 and it's low cost to implement and primarily uses existing  
18 infra -- infrastructure. We strongly believe that our  
19 local travel network promises to address travel habits and  
20 modes of the future, while focusing on neighborhoods and  
21 local trips. With a strong local travel network, there  
22 are -- those zero-emission trips will be diverted to local  
23 streets off of arterioles, reducing congestion on the  
24 arterioles, and will reduce GHG emissions with, as you  
25 know, level 1 charging, low electricity requirements.

1 I'm here today to speak to you three agencies,  
2 because we are excite about this project, and the fact  
3 that it pretty much meets all of the State goals for 2050  
4 in the California Transportation Plan, but it does not fit  
5 into any of your funding categories. It's not active  
6 transportation, because it's motorized and the vehicles  
7 would be motorized. It's not highways and it's not  
8 corridors.

9 CARB BOARD CLERK HARRINGTON: Thank you. That  
10 concludes your time.

11 CTC COMMISSIONER LYOU: Madam Chair, Can I ask a  
12 question of Jacki.

13 Jacki came here because I asked her to today.  
14 She briefed me -- her and her team briefed me on this  
15 micro-mobility network on Tuesday. And I thought it was  
16 opportune for her to come and talk to us about a strategy  
17 that would really help address our CAPTI goals. However,  
18 the frustration of looking at the rather narrow funding  
19 pots that we have at CTC to throw money at and none of  
20 those projects fitting neatly -- or her projects fitting  
21 neatly into any -- any of those funding buckets.

22 And quite honestly, she is -- she's trying to  
23 solve the problem in a mobile -- with a mobility solution  
24 based off data she's been collecting for 20 years. And  
25 when I used to sit on the South coast AQMD governing board

1 and the seat that's occupied by -- by this many right  
2 here, we funded those pilot projects. And they were  
3 incredibly successful.

4           Anyway, Jacki, if you could just sum up for us  
5 what you think needs to happen in order to address this  
6 round peg, square hole program that we're having.

7           JACKI BACHARACH: I think we need to -- what  
8 we're -- I think what we're looking for is a way to  
9 broaden the categories. It's more than active  
10 transportation to address the latest modes that are  
11 available at Costco, at Best Buy that people are using all  
12 throughout our communities, but to address them safely.  
13 We need them to be part of complete streets. We need them  
14 to be part of something more broad than active  
15 transportation.

16           CTC COMMISSIONER LYOU: Thank you.

17           CARB CHAIR RANDOLPH: It -- it seems to me like  
18 that's an opportunity as the conversations around updating  
19 guidelines happens, sort of are there opportunities to  
20 update guidelines to try to address?

21           CTC COMMISSIONER LYOU: Some things are set in  
22 stone and you -- and the State constitution, but if I  
23 could, Vice Chair Guardino, we're coming back to Riverside  
24 in a little over a month.

25           I was hoping that we could invite Jackie and her

1 team to do the full presentation for CTC at least, so we  
2 can start addressing this mobility issue a little bit.

3 CTC VICE CHAIR GUARDINO: And Commissioner Lyou,  
4 thank you. And Jackie, thanks for -- for coming out  
5 today. I think you're really wise to look for how we can  
6 either greatly grow the pie or create a new pie rather  
7 than fight over the crumbs. That never works well as we  
8 try to look at new opportunities to reduce greenhouse  
9 gases, get people out of their cars, lower air pollution,  
10 et cetera.

11 And I like that idea. Mitch, could our  
12 professional team look at finding room on the agenda in  
13 December, if that's possible, for Jackie to come back to  
14 Riverside?

15 CTC EXECUTIVE DIRECTOR WEISS: (Nods head).

16 CTC VICE CHAIR GUARDINO: Great. Thank you.

17 CARB BOARD MEMBER SPERLING: And could I add, so  
18 I've worked with Jackie for at least 10 or 15 years. And  
19 I just want to endorse exactly what, you know,  
20 Commissioner Lyou was saying and what Jacki was saying.  
21 We -- it's -- she's exactly right and so I support, and I  
22 think CARB ought to be thinking about -- I know she's had  
23 various frustrations with CARB as well, because we -- it  
24 doesn't fit into our categories either, so...

25 CTC COMMISSIONER NORTON: Vice Chair Guardino.

1           CTC VICE CHAIR GUARDINO: Yes, immediate past  
2 Chair Norton.

3           (Laughter).

4           CTC COMMISSIONER NORTON: I just wanted to add my  
5 participation and support of having Jackie present on --  
6 in our next meeting in December, but I also did want there  
7 to be a little more research about this zone in which  
8 there are electric bikes, there are these small electric  
9 golf cart, other vehicles, where we really do need funding  
10 opportunities, because now that we can have electric bikes  
11 take us from 10 to 15 miles, we need to have pathways that  
12 are aware of these motorers, but also the fact that they  
13 are traveling zero emission.

14           So how can we have some new categories of this  
15 between active transportation and a sort of lower  
16 emission, lower speed vehicles, so that we can actually  
17 have our infrastructure respond appropriately? Because  
18 there are more and more opportunities for us to have, and  
19 we've been asking for this. This is something that CTC  
20 asked for when asking for additional ATP money, was \$500  
21 million for bike corridors, and especially bike highways,  
22 to have this funding for electric bikes, so that we could  
23 look at these larger commutes, larger travel, because now  
24 you can do that all on one charge, all zero-emission, and  
25 we'd like to see more of that happen.



1 CTC VICE CHAIR GUARDINO: Excellent. Thank you,  
2 Commissioner Norton. And Jackie, again, I think it's  
3 December 7th and 8th here in Riverside. Staff will  
4 correct me if I am incorrect on the dates, but I think  
5 it's December 7th and 8th. And if our professional staff  
6 believes that with all their work on the rest of the  
7 agenda, that we can place you on that agenda. We will do  
8 our best to do so. And thank you for coming with data,  
9 rather than dogma, as we look at potentially a 2023  
10 rougher economy than what we were blessed with in  
11 California relative to excess funds, as we were in 2022.  
12 That's -- I believe that helps as we look at trying to  
13 fund additional efforts.

14 JACKI BACHARACH: Thank you very much and I look  
15 forward to seeing you in December.

16 CTC VICE CHAIR GUARDINO: Great. And with that,  
17 we are going to go back to others in the public who would  
18 like to speak before we start a conversation here on dais.

19 CARB BOARD CLERK HARRINGTON: That concludes our  
20 in-person commenters.

21 CTC VICE CHAIR GUARDINO: Is there anyone online  
22 virtually who would like to speak?

23 CARB BOARD CLERK GARCIA: Yes. It looks like we  
24 have nine commenters with their hands raised. So we will  
25 start with Ian Griffiths, Will Barrett, Sofia Rafikova,

1 and Beverly Yu.

2 CTC VICE CHAIR GUARDINO: As we do that if -- is  
3 there a way to let them know how we can all be good  
4 stewards with our time. Do they get hand motions online  
5 or -- oh, there is a timing clock. It's behind me. Oh, I  
6 see it's in front of me too.

7 Okay. Great. Thank you.

8 CARB BOARD CLERK GARCIA: Sure.

9 So Ian, I have activated your microphone. Please  
10 unmute and you can begin.

11 IAN GRIFFITHS: Good morning. Good morning.  
12 This is Ian Griffiths and I'm Policy Director for Seamless  
13 Bay Area, a non-profit advocacy group that promotes the  
14 world class high ridership transit network in the San  
15 Francisco Bay Area and across California.

16 My comments will echo points made in a joint  
17 letter that we submitted to this committee along with the  
18 Bar Area Council, SPUR, and TransForm. We applaud CalSTA  
19 and the partner agencies here today on the ambitious CAPTI  
20 vision. And while CAPTI is a helpful long-term framework,  
21 it doesn't directly address one of the most immediate  
22 threats to our ability to reduce VMT and meet our  
23 ambitious climate goals, which is the impending fiscal  
24 cliff facing many transit agencies across the state, where  
25 many agency are -- agencies are projected to run out of

1 federal relief funding within the next two years. And  
2 without additional operating funding support, maybe it  
3 will be forced to dramatically reduce or eliminate service  
4 altogether, undermining many of the strategies within  
5 CAPTI.

6           So as such, we really urge this issue -- this  
7 committee and members of each of the three participating  
8 agencies to make transit operations funding a priority and  
9 to advocate to the Legislature to support State funding  
10 for transit operations over the next several years to  
11 avert deep transit service cuts and possibly making it a  
12 topic at one of -- at your upcoming meetings including the  
13 December CTC meeting. For example, the Metropolitan  
14 Transportation Commission projects that the seven largest  
15 Bay Area transit agencies have a shortfall of operating  
16 revenue of approximately two billion over the next five  
17 years.

18           BART alone the backbone of the Bay Area's transit  
19 network, which carried more than 25 percent of statewide  
20 transit passenger miles in 2019, they found that it would  
21 have to cut service hours by 65 to 85 percent to balance  
22 its budget and achieve savings of just 21 to 42 percent.  
23 That means basically BART would go from 15 minute  
24 frequencies to service every 30 to 60 minutes, really  
25 devastating service cuts that could lead to a downward

1 spiral and reduce -- of reduced ridership. So service  
2 cuts in the midst of a steadily increasing ridership will  
3 devastate the long-term recovery of transit and seriously  
4 undermine all of the strategies within CAPTI.

5           Ensuring adequate transit service is also  
6 critical to our housing goals. You know, our forward --  
7 forward progress accelerating new housing production  
8 incorporates incentives for developers to build near high  
9 quality transit with adequate service levels in order to  
10 reduce VMT. So cuts in transit service coming on the  
11 heels of legislation prohibiting minimum parking  
12 requirements could leave new residents with no transit  
13 options and undermine the critical role for infill housing  
14 to -- production to reduce our carbon emissions.

15           So in summary, just really applaud CAPTI, but  
16 urge you to ensure the ongoing relevance of CAPTI by  
17 addressing the shortfall in transit operations funding in  
18 your upcoming meetings and to advocate to the Legislature  
19 to make it a priority.

20           Thank you.

21           CARB BOARD CLERK GARCIA: Thank you.

22           Next we'll hear from Will Barrett. Will, I have  
23 activated your microphone. Please unmute and begin.

24           WILL BARRETT: Thank you very much. My name is  
25 Will Barrett. I'm the National Senior Director for Clean

1 Air Advocacy with the American Lung Association.

2           And I want to start by saying thank you for the  
3 hard work and ongoing engagement with stakeholders on the  
4 development and implementation of CAPTI. Many of us in  
5 the health and medical community have championed Executive  
6 Order N-19-19, the CAPTI development process and now the  
7 implementation as critical tools to build healthier  
8 communities for all. We were, of course, disappointed in  
9 the veto of the CAPTI codification legislation this year  
10 and look to the administration to really live up to the  
11 promise of the Executive Order and the CAPTI in terms of  
12 health transportation investments.

13           And we want to very much emphasize we'll continue  
14 to support you all in this critical effort. CAPTI  
15 represents a major opportunity for health, equity, and the  
16 reduction in harmful pollutants that threaten communities  
17 and our climate. We recognize that most of the projects  
18 and guidelines have not yet been updated to reflect the  
19 adoption of CAPTI and believe that these shifts in  
20 investment must be the marker of progress and success.

21           And we'll be submitting a letter with health  
22 partners tomorrow and we very much appreciate the focus on  
23 metrics to track progress and want to offer a few comments  
24 on those. And I'll also touch on comments we made  
25 previously to CARB in the SB 150 report on SB 375

1 implementation.

2           For the CAPTI metrics, we feel that the main  
3 outcomes of the plan must be to show improvements in  
4 community health, mode shift, and shifts in investment.  
5 We believe that the inclusion of metrics for VMT is  
6 appropriate for inclusion as a marker for many of the  
7 goals and strategies in the CAPTI framework. The  
8 inclusion of the greenhouse gas metric it's appropriate,  
9 but it's not sufficient to track all pollution reductions.  
10 We recommend tracking diesel particulate matter and other  
11 harmful pollutants posed by the transportation projects  
12 that CAPTI seeks to address. These projects and these  
13 pollutants cause the disparities that CAPTI specifically  
14 calls to address and we think that's critical. And you'll  
15 actually hear quite a bit more about diesel health impacts  
16 in the freight item later today.

17           Finally, we'd suggest a metric for shifts in  
18 investments specifically. How many pre-CAPTI projects  
19 actually align with CAPTI or actually undermine CAPTI?  
20 How many misaligned projects can be revised to support the  
21 goals and the promise of CAPTI? Ultimately, wanting to be  
22 clear on what's in the pipeline now, the legacy projects,  
23 that might sink our hopes for success.

24           On the CARB report on SB 375 implementation, we  
25 suggest that a clear tracking of policies recommended by

1 CARB to advance healthy communities and a CAPTI life  
2 report or dashboard on SB 150 recommended policy changes,  
3 or lack of policy changes would be similarly useful to the  
4 overall State efforts to build healthier communities. So  
5 again, this is critical work. We look forward to working  
6 with you. We'll be, you know, in touch and continue to  
7 engage and really look at this and appreciate the robust  
8 engagement of all the agencies and staff here today.

9 Thank you.

10 CARB BOARD CLERK GARCIA: Thank you.

11 Next, we'll hear from Sofia. So I have activated  
12 your microphone. Please unmute and you can begin.

13 SOFIA RAFIKOVA: Hello. I'm Sofia Rafikova,  
14 policy advocate with the Coalition for Clean Air. Thank  
15 you for this opportunity to comment. We're grateful to  
16 see all of CalSTA's work in developing the CAPTI draft  
17 progress report. However, we are concerned that some of  
18 the actions in the report were marked as complete  
19 prematurely or do not go far enough in accomplishing the  
20 goals they had set out to do.

21 For implementing the California Integrated Travel  
22 Project, Cal-ITP, action, we believe it is too early to  
23 mark this action as complete. The draft progress report  
24 states that only six out of 23 projects funded in the last  
25 year TIRCP cycle included Cal-ITP within the project

1 scope. Until all of the TIRCP projects include Cal-ITP  
2 implementation and the outcomes of those projects show a  
3 successful mode shift, we ask that CalSTA mark this action  
4 as underway.

5 With regards to the transportation equity index,  
6 we ask Caltrans to revert the equity index to its original  
7 goal of being a tool to assist in the evaluation and  
8 prioritization of the Department's projects, as stated in  
9 the original CAPTI document. We are concerned that the  
10 current equity index is very similar to existing tools  
11 such as CalEnviroScreen and the Climate and Economic  
12 Justice Screening tool, which also identify communities  
13 facing adverse transportation impacts.

14 Having the equity index focus on examining  
15 projects instead of populations would have not -- would  
16 have offered a novel way to determine whether California  
17 it equitably distributing its transportation funding. For  
18 these reasons, we ask Caltrans to revert the equity index  
19 to its original goal.

20 Finally, we ask that the Highways to Boulevards  
21 Pilot Program action be marked as underway to acknowledge  
22 the additional work that needs to be done to implement the  
23 program. CalSTA should plan for how this program will  
24 expand outside of the pilot, which would include the need  
25 for securing additional long-term funding. The program



1 should also develop and finalize guidelines and identify  
2 and quantify metrics in order to ensure that the program  
3 has achieved the intended outcome before being marked as  
4 complete.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you.

7 After Beverly, we will hear from Amy Thomson, Zak  
8 Accuardi, Mary Valdemar, Joanna Gubman, and Nailah  
9 Pope-Harden.

10 So, Beverly I have activated your microphone.  
11 Please unmute and begin.

12 BEVERLY YU: Thank you. Good morning. My Madam  
13 Chair and members. Beverly Yu on behalf of the State  
14 Building and Construction Trades Council California  
15 representing nearly 500,000 members. Thank you for the  
16 hearing and the opportunity to comment.

17 On item 2, we appreciate the work on the draft  
18 report on implementation of CAPTI. It is critical that  
19 CalSTA, CARB, CDC, and HCD ensure the report provide  
20 parity for new fuels and hybrid technologies, including  
21 for hydrogen and biofuels to meet air quality standards  
22 and meet emission reduction goals.

23 We are opposed to restricting California's  
24 response to the climate crisis to a single technology. As  
25 you know, increases to California's electric consumption

1 without a corresponding commitment to new power generation  
2 will only further strain California's electric grid,  
3 putting Californians at risk of more rolling blackouts and  
4 grid failures.

5           To ensure the State can produce enough energy in  
6 a climate responsible way to power our existing increased  
7 future needs, we will also need corresponding sustainable  
8 and integrated systems of carbon capture, utilization and  
9 storage before electrification is embraced to the level  
10 the plan contemplated. We also request the reports  
11 support accelerated deployment of fueling and charging  
12 infrastructure. Building improving the public fueling and  
13 charging infrastructure is critical to sustaining and  
14 growing strong middle Class jobs.

15           We need to deploy the infrastructure without over  
16 burdening the electric grid, which means a corresponding  
17 increase in new power generation as to not cause a grid  
18 collapse that will cause a public health and safety  
19 crisis.

20           Thank you very much for your work and we  
21 appreciate your time and consideration.

22           CARB BOARD CLERK GARCIA: Thank you.

23           Next, we will hear from Amy. I have activated  
24 your microphone. Please unmute and begin.

25           AMY THOMSON: Hi, everyone. This is Amy Thomson

1 Transportation Policy Analyst with TransForm. TransForm  
2 promotes walkable communities with excellent  
3 transportation choices to connect people of all incomes to  
4 opportunity to make California affordable and help solve  
5 our climate crisis.

6 Thank you for your analysis and update on CAPTI's  
7 first year of implementation. We appreciate the work  
8 you're doing to support our mutual goals to expand clean  
9 mobility, combat climate change, and address inequity  
10 across California. We have a few comments on the future  
11 of CAPTI and how we can work towards our mutual goals. I  
12 echo the comments that my ClimatePlan members made so far  
13 and would like to add that will vehicle mile -- vehicle  
14 miles traveled reduction, VMT reduction, is frequently  
15 stated as a goal within CAPTI, it's not codified within  
16 the policy or project review. The movement towards  
17 multi-modal corridor planning is very exciting. And for  
18 this to be truly realized in line with CAPTI goals, VMT  
19 reduction should be codified metric.

20 In order to reach our climate goals, additionally  
21 operations funding will be necessary to support existing  
22 and new transportation infrastructure. This includes  
23 dollars to support programming like road price, shared  
24 bikes and scooters, and most urgently transit operations  
25 to truly realize frequent, and reliable, and accessible

1 alternatives to driving. Transit agencies across the  
2 State are facing fiscal cliffs when federal one-time  
3 funding will run out, forcing severe service cuts that  
4 will make our transit systems unusable. This is outlined  
5 by my colleague Ian at Seamless Bay Area.

6           If transit is running every 60 minutes, we can't  
7 expect people to rely on it. In the Bay Area, we face a  
8 \$2 million financial shortfall in the next five years.  
9 These transit hubs also overlap directly with where we are  
10 prioritizing development to address the housing and  
11 affordability crisis across the state. I am calling on  
12 CTC to address this issue with the Legislature to identify  
13 opportunities for State level support while transit  
14 agencies figure out a long-term plan to fund frequent,  
15 reliable, and affordable transit.

16           Thank you very much for your dedication to CAPTI  
17 and work on these important issues.

18           CARB BOARD CLERK GARCIA: Thank you.

19           Zak, I have activated your microphone. Please  
20 unmute and begin.

21           ZAK ACCUARDI: Good morning and I'm grateful for  
22 the opportunity to be here with you all today. I'm Zak  
23 Accuardi Transportation Advocate at NRDC and member of the  
24 ClimatePlan coalition.

25           CAPTI has guided important work towards aligning

1 California's transportation spending with its ambitious  
2 climate goals. And I heard Darwin note in his  
3 presentation that CAPTI mostly requires process and  
4 guideline updates and that we'll only be able to judge its  
5 ultimately success once we start to see funding outcomes  
6 that truly help eliminate climate pollution. We agree.

7           Realizing the full transformative potential of  
8 California's transportation investments will also require  
9 community voices to be at the forefront of project  
10 planning and implementation, especially voices from the  
11 communities who are most impacted by those investments.

12           Partnership with community-based organizations is  
13 critical to supporting their participation and also  
14 critical to bringing their distinctive expertise to bring  
15 and ensuring that State transportation investments not  
16 only eliminate pollution, but address priority community.

17           Placing community voices at the center of the  
18 transportation planning process will, among other things,  
19 require the State to prioritize strengthening and  
20 expanding coordinated targeted technical assistance to  
21 community based organizations, especially in communities  
22 who have been most harmed by the legacy of the State's  
23 transportation investment decisions to date.

24           CAPTI does -- does have an action item in this  
25 vein and we urge Caltrans in particular to prioritize the

1 implementation and advancement of its technical assistance  
2 and partnership strategies to eliminate each of the  
3 various barriers to participation that community-based  
4 organizations face in most impacted communities.

5           Doing so successfully will ensure that  
6 California's Transportation investments will not only  
7 reduce pollution throughout the state, but begin to  
8 address the legacy of harm and environmental injustice  
9 that too many of the State's transportation investments  
10 have caused to date.

11           Thank you very much.

12           CARB BOARD CLERK GARCIA: Thank you.

13           Mary, I have activated your microphone. Please  
14 unmute and you begin.

15           MARY VALDEMAR: Hi. My name is Mary Valdemar.  
16 I'm with one of the AB 617 steering committees for San  
17 Bernardino, the Environmental Education Collaborative, the  
18 Native Council, the Labor Council, and San Bernardino  
19 Valley College.

20           And I just wanted to offer some gratitude for the  
21 work of really working on breaking silos and centering  
22 equity in the -- in the CAPTI plan, and just for having  
23 meetings like this where multiple agencies are brought  
24 together to deal with, you know, climate crises, you know,  
25 together, and, you know, work on how can be bring the

1 community voice forward more. We've seen some, you know,  
2 small improvements in the -- in those areas, especially in  
3 some of the recent work, but we still have work to do as  
4 some of the other folks have said who made public comment.

5 I am on the AB 617 steering committee for San  
6 Bernardino. And I really want to lift the comments that  
7 highlight the disparity that San Bernardino has been  
8 experiencing as a community and a region, and say that we  
9 need help in bringing along some of the other surrounding  
10 cities to this conversation. One of the most frustrating  
11 parts about participating in these public comments is that  
12 often folks in the room are, you know, saying the same  
13 things and feeling the same things. But it's the people  
14 not in the room that we need to get in the room and figure  
15 out how we can, you know, do a better job of making sure  
16 that all the communities in our region are participating  
17 in this conversation and understanding the overarching  
18 goals and not doing the opposite and kind of working  
19 against us as we try to make progress with some of these  
20 projects.

21 I'd like to see this conversation also brought  
22 more to the grass roots, small local, regional planning,  
23 you know, youth and student organizations. We need more  
24 of that voice, as those folks are going to inherit the  
25 impacts, right, after -- after we're done and long gone

1 from here. And then don't forget, please, higher  
2 education and our education systems, and labor, as we move  
3 past the notion that we have to choose between  
4 environmental justice and good jobs, good living wage  
5 jobs, we can't have both. We want to see planning  
6 happening at all levels to, you know, encourage this and  
7 help build the infrastructure that we're going to need for  
8 the future.

9 I know there's a lot of projects not directly  
10 related to this that are impacted by this work. For  
11 example, there's a green foresting project to put, you  
12 know, more green schools in our communities. There's  
13 some -- several projects for outdoor access equity that  
14 we're working on. And although they may not directly  
15 impact this plan, they are indirectly related as we need  
16 transportation to implement those projects.

17 So please -- please continue to reach out with  
18 all the grassroots and small organizations that are doing  
19 this work. Thank you.

20 CARB BOARD CLERK GARCIA: Thank you.

21 Joanna, I have activated your microphone. Please  
22 unmute and begin.

23 JOANNA GUBMAN: Good morning. My name is Joanna  
24 Gubman. I am the Executive Director of Urban  
25 Environmentalists. We are a grass roots advocacy group of



1 6,500 activists that works to transform cities and towns  
2 into more sustainable, human-centered, and just  
3 communities through land use policy reform. Thanks for  
4 the opportunity to comment.

5 As State agencies own studies and reports  
6 acknowledge, we cannot meet our greenhouse gas and vehicle  
7 miles traveled reduction goals, not to mention address our  
8 housing affordability crisis without building more infill  
9 housing. Infill housing is an essential issue that  
10 requires policies and programs with teeth across multiple  
11 agencies and not just aspirational goals or process  
12 requirements.

13 The CAPTI report suggests that work on infill  
14 housing at 7.1 is in -- is complete. However, as with  
15 many other elements of your report, the implementation to  
16 date is insufficient and would be better described as in  
17 progress. To more effectively incentivize jurisdictions  
18 to be Prohousing, additional implementation could include:

19 One, programs pointing to the Prohousing  
20 designation and similar process indicators could also  
21 considered whether a jurisdiction currently has a  
22 compliant housing element and is currently on track to  
23 meet its regional housing needs allocation, or RHNA, needs  
24 on a prorated basis:

25 Two, Prohousing designation could be a mandatory

1 criterion for projects serving high resource locations  
2 with a jobs-housing imbalance rather than optional.

3 I'd like to end by expressing my support for the  
4 other comments offered by my fellow ClimatePlan members.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you.

7 Nailah, I have activated your microphone. Please  
8 unmute and begin.

9 NAILAH POPE-HARDEN: All right. Good morning,  
10 everyone and thank you for the opportunity to give  
11 comments and discuss CAPTI today. As always, we  
12 appreciate this body for their diligence and  
13 consistently -- consistency in continuing to uplift  
14 CAPTI -- CAPTI's framework and principles at the these  
15 meetings. And we are excited to have this discussion  
16 today to help move the plan forward.

17 As you can see, we have in-person comments, we  
18 have Zooming comments -- people Zooming in. We've  
19 submitted written comments. And the ClimatePlan network  
20 is deeply committed to ensuring that CAPTI moves forward  
21 and is implemented.

22 And I won't spend a lot of time reiterating  
23 comments that folks in the ClimatePlan network have said,  
24 but I do want to just highlight a couple of them or couple  
25 of new comments. One is while we are extremely happy that





















1 that we have, which is going to add to the economic  
2 pressures on transit agencies.

3           You know, and it's sad to me, there's only two  
4 percent of travel in California by public transit. You  
5 know, it would be nice to have more transportation on --  
6 on public transit in terms of meeting our climate goals,  
7 but as the two speakers, Mr. Griffiths and Ms. Thomson  
8 mentioned, there's this, you know, economic cliff that  
9 transit agencies are about to fall off of when the  
10 pandemic level support decreases or stops. And we're  
11 pushing, we being CARB, the electrification of public  
12 transit fleets. And Professor Sperling and I both were  
13 concerned about that at our public meeting. And we want  
14 to see zero-emission vehicle buses, but they currently --  
15 while they may be a long-term save costs, they currently  
16 are really more expensive for these agencies.

17           And I -- you know, I'm frustrated that these  
18 already financially constrained agencies might have to cut  
19 service, in part because we're asking them to buy electric  
20 vehicles that we -- you know, are needed to meet our  
21 climate goals. So I don't know -- again, Darwin, I'm sure  
22 you don't have any magic answer here, but, you know, other  
23 than more money. I think there needs to be more money put  
24 into public transit in this State to replace federal funds  
25 that are being eliminated. I think there are probably

1 more federal funds in the new -- the new federal  
2 legislation, but it's a tough balancing act.

3           And I just, again, want to highlight there's an  
4 equity issue here. You know, low income communities of  
5 color, the folks that might have to take public transit to  
6 get to their jobs, you know, if that service isn't there.  
7 And that's a real issue. I -- you know, I live in an  
8 upper middle class neighborhood in Berkeley and I see who  
9 takes public transit. I said this at our last Board  
10 meeting. It's, you know, often home workers, that, you  
11 know, have no other way of getting to work and they need  
12 those jobs just to feed their family.

13           So anyway, it's a -- it's an issue that I -- I've  
14 been frustrated the entire time I've been on CARB, sort of  
15 the, I think, insufficient support for public transit.

16           Professor Sperling says nobody takes public  
17 transit, but that's wrong too.

18           (Laughter).

19           CTC VICE CHAIR GUARDINO: It may not be safe to  
20 be sitting between them though.

21           (Laughter).

22           CARB CHAIR RANDOLPH: All right. Dr. Lugo  
23 followed by Commissioner Falcon.

24           CTC COMMISSIONER LUGO: Thank you, Chair Randolph  
25 and thanks to all of you for the warm welcome to my first

1 joint meeting. I appreciate that. If anybody knows how  
2 to adjust these seatbacks so that they don't bend as much,  
3 fill me in, because I'm here sitting here like ahhhh.

4 (Laughter).

5 CTC COMMISSIONER LUGO: It's a little -- it's  
6 keeping my on edge a little bit. That was not my comment  
7 primarily that I wanted to make, but --

8 (Laughter)

9 CTC COMMISSIONER LUGO: -- just thought I'd take  
10 advantage of having my mic on for a moment. A couple of  
11 things. Darwin thank you for the presentation. And as I  
12 am hearing all these really great comments from the public  
13 and from, you know, fellow folks up here, I wanted to  
14 highlight a couple things that -- that I just haven't  
15 heard come up as much that I think could be relevant to  
16 this conversation about how do we actually move toward  
17 achieving some of these goals and get our indicators going  
18 in the right direction.

19 And, you know, one thing is a kind of unsavory  
20 story that relates to this holiday ritual that a lot of  
21 just went through around Halloween and trick or treating.  
22 So I have a 20-month old daughter and so I am going  
23 through the process of reliving things I did as a child,  
24 but now on the parent side of things. And I was  
25 reflecting with a neighbor of mine on Monday night that it

1 seems to be a kind of semi-typical California thing that  
2 you don't trick or treat in your own neighborhood if  
3 you're not that wealthy. You go to a nicer neighborhood.  
4 And that's the way I grew up. I never trick or treated in  
5 my Mexican immigrant neighborhood. We went to my  
6 grandma's neighborhood which was in Newport Beach every  
7 year at Halloween.

8 (Laughter).

9 CTC COMMISSIONER LUGO: And so I kind of took it  
10 for granted. And as someone who thinks a lot about  
11 transportation and how do we move away from these really  
12 car-based patterns, you know, I thought, dang, is this --  
13 what's the deal with this? Why are we driving our kids,  
14 you know, to other neighborhoods? What does that tell our  
15 kids about the safety and quality of the neighborhoods  
16 that we're raising them in. And what happens when -- you  
17 know, I started thinking through moments when I was trick  
18 or treating as a kid, what was it like as a little brown  
19 girl knocking on these doors where wealthy white people  
20 were opening, you know, and giving me candy. And there's  
21 someone unpacking to do there, I think.

22 But there was something in the local news this  
23 week that caught my eye and because we Jacki commenting  
24 from the South Bay, I just wanted to bring it up, which is  
25 in the City of Redondo Beach, for two years now there has

1 been a flier posted around Halloween that says due to the  
2 massive influx of Black people into Redondo Beach, we no  
3 longer hand out Halloween candy.

4           And you know, this is -- this is -- what a  
5 terrible thing to say. I mean, what this flier is  
6 expressing is that children, the primary participants in  
7 Halloween trick or treating, children, if they are black  
8 are not welcome in this beachside community. And I know  
9 that's not a message that many people in Redondo Beach or  
10 others in the South Bay would want to send, but  
11 unfortunately, I think it's a -- an authentic message and  
12 a true one about continuing effects of racism that we have  
13 on how we use public space in our communities.

14           And so all of this is a long-winded way of  
15 getting to say as long as we're not tracking and investing  
16 in tracking what kinds of vulnerabilities people are  
17 experiencing based on their skin color, based on other  
18 kinds of categories that they fit into, I don't think we  
19 are actually able to predict how effective new investments  
20 in low-emission infrastructure for transportation are  
21 going to be.

22           You can build a fabulous, you know, micromobility  
23 network. If people in your community don't feel safe  
24 using that because of the color their skin or if people in  
25 your community think that someone who doesn't look like



1 them shouldn't be using it, you know, we're -- we haven't  
2 actually gotten to creating equitable and accessible  
3 systems. So I think there's a lot more we can be looking  
4 at in terms of how threats to safety related to these  
5 kinds of vulnerabilities play a role in this increasing  
6 divide we have between those who are captive on public  
7 transit and those of us who can afford to be using other  
8 modes.

9           When I started looking at these issues in 2008 as  
10 a really just enthusiastic mid-20s bike advocate, it -- it  
11 really stuck out to me that, you know, there were the  
12 people who had been using public transit all along and,  
13 you know, I learned that in planning, those people are  
14 referred to as captive riders or just the riders that you  
15 can kind of expect. Yeah, they're going to keep needing  
16 that service. But then it seemed to me that there was  
17 this big group of people, including myself, who were  
18 fortunate to have more kinds of choices about the mobility  
19 that we use. And, you know, in that time period, again  
20 2008 to 2010, which was when I was also helping to design  
21 an event in Los Angeles called CEQA via that does open  
22 street work to bring people out on bikes and walking, I  
23 really thought, wow, you know, we're just -- like, we're  
24 on the brink, we're on the cusp. There's going to be this  
25 critical mass.

1           And here we are in 2022, I'm a mom who drives my  
2 kid around in my electric car an awful lot. And, you  
3 know, I have to say I share Professor Sperling's  
4 frustration in terms of wondering, you know, why we're not  
5 moving in the direction that we all know we should be.  
6 And -- and I really just want us to urge -- I want to urge  
7 us to consider that these cultural factors actually play a  
8 significant role and that we are -- are pretty behind in  
9 terms of being able to track them with data and being able  
10 to make a connection between how safe people feel outside  
11 of their vehicles and whether they're choosing to drive or  
12 not. So I just wanted to comment on that.

13           And then I do have a question, which is the  
14 program outcome metrics for CAPTI, where does avoiding  
15 displacement fall in there, because I know it's one of the  
16 guiding principles to be working on, you know, infill  
17 housing and avoiding displacement. But in looking at just  
18 the, you know, I know high level overview you gave us,  
19 Darwin, I don't really see any kind of tracking there in  
20 the metrics. So just wondering if there's something  
21 specifically about displacement or securing -- you know,  
22 stabilizing housing.

23           CalSTA DEPUTY SECRETARY MOOSAVI: That's a really  
24 good question, Dr. Lugo. And I think there's -- I have  
25 multiple kind of things to highlight with that -- with

1 that question. You know, the CAPTI itself does include  
2 several places where we are putting a focus on  
3 anti-displacement policies and pulling them into -- into  
4 programs. There's a whole action around developing -- and  
5 this is well underway right now, developing best practices  
6 for anti-displacement policies to put into transportation  
7 programs, both saying what's important and we also don't  
8 want to overlook both direct displacement and indirect  
9 displacement, because we -- we tend to think that we're --  
10 we're at the point where we're just talking about indirect  
11 displacement, but there are still projects we are funding  
12 that are leading to, you know, major amounts of direct  
13 displacement of individuals with taking of properties and  
14 whatnot.

15           So I think -- I think there's -- there's a lot of  
16 work underway there. To be completely frank in terms of  
17 tracking, we have struggled in terms of, you know, where  
18 and how to begin doing that. That was a topic of  
19 conversation in developing the metrics study. There is  
20 working, I think, being done in the -- in the equity index  
21 to think about that as well. There -- but I don't think  
22 we currently have the best tools at our disposal to  
23 actually be able to -- to track on specific projects how  
24 they're having that impact and then being able to kind of  
25 even statewide map that or log that in some sort of way,

1 so -- which is what we want to do with that metric study.

2 But if you have resources you can point us to or  
3 other things that you're aware of, we'd be more than happy  
4 to look into those and take a look, so...

5 CARB CHAIR RANDOLPH: All right. Thank you.

6 Commissioner Falcon.

7 CTC COMMISSIONER REYES FALCON: Thank you, Chair.

8 Well, I feel so blessed to be surrounded by such smart  
9 people with PhDs and doctorates. And, you know, it's --  
10 it's -- I feel like an underachiever let's put it that  
11 way.

12 I have three things I wanted to share. First of  
13 all, I echo Dr. Balmes' comments about funding. And my  
14 comments are more focused on funding and flexibility. It  
15 seems that, you know, we're constrained in the way that  
16 we -- we can invest our moneys, transportation funding  
17 into projects. And I guess the question is, you know,  
18 what -- what can we do to unconstrain? And I know it's  
19 a -- that's a big question, because a lot of this is  
20 legislative statute. You know, we have to, you know, look  
21 at -- I think, Commissioner Norton had said Constitution.  
22 But, I mean, we need to have an honest conversation about  
23 how we unconstrain our ability to fund the things that Dr.  
24 Balmes had mentioned, including sustainable funding for  
25 transit operations.

1           You know, we -- we hear about that all the time  
2 and we, at the Commission, feel very constrained and  
3 ham -- you know, kind of our hands tied behind our back,  
4 like, well, you know, we want to, but we have these  
5 mandates that say that we need to put our monies into  
6 certain projects that are legislatively articulated. So,  
7 you know, I think we need to have an honest conversation  
8 if we want to move to, you know, other ways of how we  
9 spend our transportation funding. You know, really  
10 looking at the fundamental structure that is constraining  
11 our -- the way that we spend our transportation funds.  
12 That's one.

13           Second, I like the word "small". Thank you,  
14 Commissioner Martinez. Speaking in small, thank you,  
15 Jacki, for -- for mentioning micromobility and alternative  
16 modes of transportation. It's -- it's an area that I've  
17 been particularly interested in in my professional life.  
18 And if we are going to look at exploring micromobility,  
19 maybe looking at, as we, you know, consider bringing this  
20 up as an item in December, the opportunities in the  
21 private sector as it relates to micromobility and shared  
22 mobility.

23           The interesting -- you know, interesting  
24 phenomena that has -- you know, that has emerged from  
25 these private micromobility companies is that they are

1 continuously refining their -- their technology and their  
2 ability me to gather data from their riders. And local  
3 governments, and -- and MPOs are using that data to  
4 identify corridors that are being used. And so it's --  
5 it's an interesting way of prioritizing where to put  
6 these -- these bike lanes or electric transportation  
7 corridors for e-bikes, for e-scooters, for non-motorized.  
8 So I just wanted to -- to bring that up as -- as an  
9 opportunity for exploration as -- as we kind of open up,  
10 you know, our -- our investigations of alternative ways  
11 of -- of mobility.

12           Finally, I appreciate all the public comments and  
13 particularly the parent from Rialto that made mention of  
14 safe routes to schools and the need for cool zone  
15 corridors. I don't know if that's how you said it, but  
16 I'm just going to say cool zone corridors. One of the  
17 really impactful things that we at the Commission, and  
18 CalSTA, and Caltrans have been doing are these listening  
19 sessions throughout California listening to communities  
20 that have been most impacted by our transportation  
21 investments.

22           And one of the common things that we -- we heard  
23 is children walking and competing with -- with trucks and  
24 safety. And so, you know, it's -- we hear you. It's --  
25 it's being conveyed up and down the state in these

1 impacted communities. Again, it's going to take funding.  
2 And I think we need to look at how we make these corridors  
3 safer, not just to walk but to get to our transit stops,  
4 and to make them comfortable. Because I know, I had -- I  
5 had shared this last month that I toured Imperial County  
6 in September. It was about 120 degrees. And so I can't  
7 imagine folks walking to their transit stop in 120 degree  
8 heat. As we're trying to encourage more transit ridership  
9 in alternative -- alternative modes of transportation  
10 outside our cars, we need to make these kinds of modes  
11 comfortable for people and attractive for people to use.

12 So thank you. That concludes my comments.

13 CARB CHAIR RANDOLPH: Thank you. Okay. I am  
14 going to call on Dr. Lyou next and then we have a couple  
15 of Board members who are on our Zoom who want to comment,  
16 and then I'll come back to the room for a few more folks  
17 who want to comment.

18 So, Dr. Lyou, you're next.

19 CTC COMMISSIONER LYOU: Well, it's great to see  
20 so much interest and comments on -- on this item. I'd  
21 like to make a proposal and -- because I think we could  
22 use some help here and use the collective knowledge of  
23 everyone involved. We need more money for a lot of the  
24 things we need to do. We don't want to shrink the pie.  
25 We don't want to have people competing over the limited

1 dollars that we have. Even though we got a lot of money,  
2 it -- you know, a lot of it's going to good places and it  
3 needs to continue to go there.

4           So I would like to see if, as our interagencies  
5 collaborate, perhaps we could all get together and start  
6 thinking of ways to expand the pie to pay for active  
7 transportation, to pay for transit operations, to pay for  
8 things like that and to come up with some creative ideas.  
9 You know, the Governor is talking about doing an excess  
10 profits -- profits tax on -- on, you know, petroleum  
11 industry. Well, I think I know where that money should  
12 go, you know. We don't have an oil extraction tax in  
13 California. I think I know where that money could go.  
14 You know, I think when you buy a new tire for your car,  
15 maybe you could pay an extra buck or so and we could use  
16 that to expand active transportation.

17           There's just probably a lot of really good ideas  
18 on where we could raise money to pay for the things that  
19 we need to pay for that we've been talking about today.  
20 So if we could get staff to start thinking about that  
21 coming up with a list and then opening it up for, you  
22 know, public ideas with creative solutions. I would love  
23 to see us come up with a list of funding opportunities and  
24 then, you know, an assessment of the viability of each of  
25 them, so we could maybe take some action on that.



1 Thank you.

2 CARB CHAIR RANDOLPH: All right. Thank you.  
3 Okay. Dr. Pacheco-Werner.

4 CARB BOARD MEMBER PACHECO-WERNER: Hi. Yes,  
5 thank you and welcome, Dr. Lugo. It's fun to have another  
6 toddler mom on here. And I -- I did want to say that I  
7 think I want to kind of come back to how we're defining  
8 equity and just the real need for us to all have in this  
9 process a uniform definition of equity, because really,  
10 you know, to Dr. Sperling's, and Dr. Balmes' comments, and  
11 others, I feel like what we're trying to do is sort of,  
12 you know, provide parallel investments for people where we  
13 are trying to catch up and sort of have a semi -- you  
14 know, a functioning public transportation investment for  
15 those in poverty, communities of color, and then we're  
16 trying to slow down, you know, the VMT issue for everybody  
17 else.

18 And I think that that -- that sort of thinking  
19 isn't what's going to get us towards equity. And I want  
20 to see how we can reimagine transportation, so that, as  
21 Dr. Balmes mentioned in his neighborhood, how would  
22 transportation be reshaped if it was actually made for the  
23 residents and the workers of his neighborhood? What would  
24 we expect of our transportation investments then? And  
25 likewise, if -- you know, if we already have communities

1 that have expanded, instead of trying to, you know, play  
2 backwards, why don't we, you know, rebuild what we're  
3 thinking about and start prioritizing, you know, light  
4 rail throughout the state.

5           And so, I mean, obviously these are just some  
6 ideas, but I do think that I'm concerned about how we  
7 think about equity when we are really trying to create  
8 parallel systems instead of trying to create the best  
9 system that works for everybody where we're at and with  
10 the highest expectations of functionality and -- and costs  
11 for everyone.

12           Thank you.

13           CARB CHAIR RANDOLPH: Thank you so much. I think  
14 that was a great point.

15           Okay. Board Member Takvorian and then we'll come  
16 back to the room and I know Director Velasquez wanted to  
17 the say a few words too, So we'll do a couple  
18 commissioners in the room and then back to you, Dr.  
19 Velasquez on zoom.

20           Okay. Board Member Takvorian.

21           CARB BOARD MEMBER TAKVORIAN: Thank you, Chair.  
22 And thanks to everyone. Sorry I can't be there with you  
23 today. I really want to appreciate Deputy Secretary  
24 Moosavi's presentation on CAPTI and also the thoughtful  
25 public comments. I wanted to pick up on Board Member

1 Balmes's comments recalling the recent CARB meeting where  
2 we received a report on the Innovative Clean Transit.

3 And while I agree that there are certainly  
4 challenges, I did want to note that the transit agencies  
5 expressed a very high level of collaboration, which was  
6 quite a different sentiment than four years ago. And I  
7 really appreciate that everybody has been really leaning  
8 into moving towards clean transit and that CARB is leaning  
9 into that with the significant proposed targets in the  
10 Scoping Plan for reduction in VMT, and support for transit  
11 expansion, even understanding the challenges that we have.

12 I, too, am concerned about ridership. And  
13 there's a lot of reasons for it, but putting it in context  
14 is that in many places like in San Diego we're working to  
15 build an effective, accessible, affordable, and equitable  
16 transit system at the same time as we're working to make  
17 it a clean transit system.

18 And based on a August 2022 report, San Diego MTS  
19 ridership has been able to recover approximately 75  
20 percent of pre-pandemic levels with some of the largest  
21 increases in ridership along routes that serve major  
22 school and employment centers. That increase is going to  
23 be limited on those routes, however, because it -- it  
24 takes an average of 90 minutes for a worker to get to work  
25 one way. I can attest to that. It takes me 12 minutes to

1 get to my office in National City from my home in City  
2 Heights, but it takes me 75 minutes to get there on the  
3 bus. So that is certainly a disincentive and something  
4 that we need to really address.

5 But I also want to say that our work, and the  
6 work of transportation advocates, has shined a light not  
7 just on air quality and climate issues, but on the  
8 inequities inherent -- inherent in our transit systems.  
9 So this is -- I want to echo Commissioner Lugo's comments  
10 a bit and say that cost is really critical. We, in San  
11 Diego MTF -- MTS, have also experienced very significant  
12 ridership increase with the launch of a free transit  
13 opportunities program, especially for youth, a 38 percent  
14 increase.

15 So while I'm -- I'm also concerned about the  
16 impact of zero-emission requirements on transit agencies,  
17 I agree with others that we have to carefully evaluate our  
18 funding priorities. So picking up on Dr. Lyou's ideas,  
19 it's seems like one partnership path for our agencies is  
20 to elevate incentives for transit ridership. In my view,  
21 these should exceed the incentives provided for passenger  
22 vehicles to address the discriminatory practices in BIPOC  
23 communities, which has included a lack of accessible  
24 transportation.

25 And picking up on Dr. Pacheco-Werner's comments

1 on equity, we have to make sure that zero-emission  
2 vehicles and transit are benefiting the disadvantaged  
3 communities first, because they're -- they have the worst  
4 air quality. So by encouraging transit agencies to have  
5 effective environmental justice guidelines and providing  
6 better transit to these communities, and I think really  
7 providing free or very low cost transit to folks, we're  
8 going to be able to change that ridership metric pretty  
9 quickly. So that's what I would encourage and agree that  
10 we should join together for these funding priorities and  
11 funding pushes.

12 Thank you.

13 CARB CHAIR RANDOLPH: Thank you.

14 Vice Chair Guardino followed by Commissioner  
15 Norton.

16 CTC VICE CHAIR GUARDINO: Thank you, Chair  
17 Randolph. I'll be brief with just two quick thoughts, and  
18 if I may be so presumptuous, potentially suggestions.

19 First, thank you to all the speakers today both  
20 in the room as well as virtual. Hearing from such diverse  
21 group of leaders from our regions and across the state  
22 ranging from the partners in the ClimatePlan umbrella, as  
23 well as the California Alliance for Jobs, and the  
24 California Building Trades, and the American Lung  
25 Association, NRDC, et cetera, it was just really helpful

1 that there is so much common ground.

2           And I want to commend you for continuing to  
3 emphasize reducing greenhouse gas emissions, VMT, et  
4 cetera. And while one or two people mentioned it, I just  
5 want to stress again the importance of capturing improving  
6 air quality in our messaging. This is a topic that Dr.  
7 Joseph Lyou, Chair Randolph, and others have forgotten  
8 more than I will ever know. But it has always stuck with  
9 me that April 2020 study by Harvard that one of every five  
10 deaths on the planet is directly attributable to poor air  
11 quality. And so let's continue to message the importance  
12 of our efforts that also combine with improving air  
13 quality.

14           The second item, and we mentioned this earlier,  
15 about the need to grow the pie and not fight over the  
16 crumbs, there are still efforts in counties, cities, and  
17 even regional efforts around transportation funding  
18 measures. And is that a hint that I should stop?

19           (Laughter).

20           CTC VICE CHAIR GUARDINO: I get that at home, but  
21 again there are -- there are measures that are being  
22 considered and are under development in the years ahead  
23 for more dollars that should be targeted by design to meet  
24 these needs, as the expenditure plans are built in a  
25 collaborative community-based way.

1 I've had the pleasure of directly leading six  
2 county and regional campaigns 1996, 2000, 2008, 2016,  
3 2018, 2020, that combined were -- were and are over \$100  
4 billion in transportation investments in -- in the Bay  
5 Area region. And those were all -- those were all  
6 fingerprints of where our values are in terms of the way  
7 that those funds are allocated to address a lot of the  
8 issues we're discussing. So continue to engage in those  
9 county and regional efforts to build those plans to meet  
10 these needs.

11 CARB CHAIR RANDOLPH: All right. Thank you.  
12 Commissioner Norton.

13 CTC COMMISSIONER NORTON: Thank you so much. And  
14 I agree with all the testimony that was given today and  
15 how helpful it has been. And thank the commissioners  
16 we've just been hearing from.

17 I wanted to raise two points that haven't been  
18 said. And one is that I think we need to talk about why  
19 people are driving. And partly it's because we are being  
20 asked to make a choice between wealth creation and  
21 transportation very often. Drive till we qualify is still  
22 happening. And we have the ability in State law to change  
23 State law, and to look at condo creation, to look at way  
24 more ways in which we can create home ownership near  
25 transit. We have that ability. We haven't looked at it

1 in quite some time.

2           We need to be able to give people an opportunity  
3 to create wealth, to have access to ownership, while also  
4 being near transit, and to ensure that we have high  
5 quality transit corridors that are reaching communities  
6 that are many single family homeowner communities, which  
7 is why we should be seeing suburban communities that are  
8 clamoring for bus rapid transit and other things to be  
9 able to use transit, even while living in single occupancy  
10 neighborhoods.

11           We -- housing policy makes a big difference  
12 towards transit use. And I'm so glad that Director  
13 Velasquez is going to be speaking soon about what we can  
14 do for students who graduating from our world class  
15 institutions and can't stay in California, because they  
16 can't afford to live here. We have to stop educating the  
17 world and then watching them leave.

18           I have two kids who don't have their driver's  
19 license. They take transit. Young people want to take  
20 transit. They don't want to drive. Twenty-four and 20.  
21 We should be keeping populations that actually have a  
22 history of transit use and want to stay in ways that they  
23 can actually stay.

24           And another policy that I hope we can work on  
25 together interagency is our ability to have good high



1 quality tolling on our freeways that results in high  
2 quality transit, and -- and long and dedicated sources for  
3 transit operations. We can do this. And I think there  
4 are some ways that we could be expediting placement of  
5 these corridors, working with Caltrans, and operating high  
6 quality transit. We're hear this all over from every  
7 region, they want to operate more buses and move towards  
8 electrification with funding sources that can even have  
9 the private sector participate.

10 We have tools available to us and I do hope that  
11 we can look, as Commissioner Martinez talked about, at the  
12 way land use does affect how often we use transit. We can  
13 do more. We can do better. And I think we have a  
14 legislature and a Governor that are willing to find all  
15 means necessary to make it all work in the end.

16 Thank you.

17 CARB CHAIR RANDOLPH: All right. Director  
18 Velasquez followed by Commissioner Davis.

19 HCD DIRECTOR VELASQUEZ: Thank you, Chair  
20 Randolph. This is a great conversation. Very inspiring.

21 I just have a brief comment. I know we're  
22 probably running behind. So if you have lately read the  
23 news, or even better seen the Governor speak at one of his  
24 press conferences where the issue of the press conference  
25 is housing - even this morning in the LA Times the article

1 about local homelessness plans - you'll notice the  
2 takeaway of his message is on housing we've provided  
3 millions of dollars in local planning grants, we're  
4 putting through historic, unprecedented investments in  
5 affordable housing and homelessness programs.

6 But it is contingent upon local jurisdictions to  
7 once and for all create their fair share of housing that  
8 they've -- many of them have neglected for many years,  
9 maybe decades.

10 Where am I going with this?

11 The question is how? And this is where our joint  
12 interest come together in this Committee, because we put  
13 forth this prohousing designation program that explicitly,  
14 explicitly informs jurisdictions what are the best methods  
15 to dismantle the barriers that prevents the creation of  
16 more affordable housing, but it does so also in a way that  
17 advances the goals that we're talking about here. You  
18 know, climate and -- clean friendly transportation goals.

19 And so the fact that CAPTI has, and thanks to  
20 CTC, have now incorporated the Prohousing designation as  
21 criteria for these three important grant programs of CTC.  
22 It' very, very promising.

23 Now, you heard me say this before, but I think  
24 all of our comments should end with, well, what else do we  
25 need to do? Some of you have put out that question, what

1 else do we need to do? Well, I think we can do more. I  
2 think we are making a lot of progress, but we can do more  
3 because it is. Once a jurisdiction is designated  
4 Prohousing by the -- by the State. It is about continue  
5 to pile on the different -- tool is a toolbox, right?  
6 Incentives that make -- make sure that those jurisdictions  
7 create the housing we need in the right places, in the  
8 right locations, that are going to incentivize the use of  
9 public transit, the use of -- the reduction of vehicle  
10 miles traveled, infill housing near where people go -- do  
11 their business go to school, go to work, it is -- it is in  
12 the criteria of this Prohousing designation where we --  
13 when we pile -- where we pile on all of these goals.

14           And this is relevant to the -- I think Ms. Lugo  
15 was talking earlier and was asking about displacement,  
16 because the way we -- all of our work is equity, equity  
17 focused. So the way we reduce displacement effects on  
18 low-income people is to create those deeply affordable  
19 housing units next to bus stops, next to rail stations.  
20 That's how we do it, right? But it has to be based on the  
21 accountability as a state that we -- that we ask local  
22 jurisdictions, transit authorities, counties, you know, is  
23 based -- it's all about accountability to make sure that  
24 those decisions happen.

25           And so accountability is something very important

1 right now in our -- in our how -- affordable housing body  
2 of work. The Governor talks all the time about this. And  
3 he talks about it. And if he is forcefully pushing this  
4 agenda, why wouldn't the entity, the Department, the  
5 agencies under the executive authority commissions do so  
6 as well.

7           And so I think accountability is going to be  
8 critically important for our joint goals. And I just want  
9 to just say you probably -- you know, Darwin, you will  
10 probably hear some maybe not so positive feedback about  
11 these criteria of Prohousing in terms of this funding, but  
12 I say this is the way to do it. This is the way to do It.  
13 It goes straight to the accountability piece and how the  
14 State supports localities in creating the right type of  
15 housing that meets transportation and climate goals at the  
16 same time.

17           CARB CHAIR RANDOLPH: All right. Thank you.

18           Commissioner Davis followed by Board Member Hurt.

19           CTC COMMISSIONER DAVIS: I first want to echo  
20 what's been said by several folks. Thanks to all the  
21 speakers that are here today for your comments. It  
22 provides all of us up here with insight that I think is  
23 valuable, so thank you for being here.

24           I just wonder, Darwin, when would we expect to  
25 see some of the work that Mineta Institute is doing and

1 when might that be available for everybody to take a look  
2 at, one? And two, I think it was Mr. Leon from the  
3 California Alliance for Jobs talked about collaboration  
4 with the construction industry. I mean, you guys all know  
5 what my full-time job is. You know, we're -- we're a  
6 industry, a majority minority industry. We move those  
7 folks into the middle class lifestyle. Most of them,  
8 as -- at least all the CTC folks heard me say, I mean, the  
9 vast majority of our membership is super commuters.

10           And I think collaboration with the construction  
11 industry would be helpful, especially as you're moving  
12 towards trying to figure out what you're going to do with  
13 road charge versus gas tax, so that we don't, you know,  
14 disenfranchise people who have sort of lifted themselves  
15 up by their own boot straps and created a lifestyle for  
16 themselves. And construction employers good ones are hard  
17 to find, few and far between. And making it harder for  
18 them to compete and stay in business is bad for the  
19 industry, one. Two, it's bad for us as a Commission as we  
20 award projects when there's less competition.

21           The money that we have and this money that we  
22 keep talking about needing more money for funding. Well,  
23 when we're having to pay more money for projects because  
24 we're not making decisions that helps -- helps employers  
25 stay competitive, then sort of drives our costs up just on

1 the -- on the -- on the results of -- results of that.

2 SB 1 policy sort of dictates how those monies are  
3 suppose to be spent -- spent. I suppose as we move from  
4 road charge to -- from the gas tax to the road charge that  
5 it becomes a -- kind of a non-issue that money might not  
6 be spent for where it was originally supposed to be spent,  
7 but I'm -- I'm big on the fact that if we sold the public,  
8 you know, vote for this and here's what's going to happen,  
9 that we don't go back on that deal.

10 And there's got to be creative ways that we can  
11 try to get transportation to work better. I'm an  
12 industry -- I'm in -- I'm in an industry where my -- my  
13 people are not going to get on a bus, because they're  
14 going to be in a truck with all the tools they need.  
15 Their jobs aren't near bus lines. They're not near  
16 transit lines. And to be quite frank, we're in Southern  
17 California today, there were trucks coming down from  
18 Victorville, Phelan, not quite as far as Barstow, right,  
19 folks coming from Banning and Beaumont that are going into  
20 LA to go to work.

21 And so, you know, we need to make sure that we're  
22 taking care of people, regardless of what industry they're  
23 working in, that their job doesn't allow them the  
24 opportunity to get on a bus or get on a train to go to  
25 work. So I would appreciate that -- you know, I'd be glad

1 to if -- I would be glad to offer up -- I -- I will find  
2 employers that will be willing to participate in whatever  
3 study you want to do, so that we make sure we're not  
4 impact -- impacting that industry adversely. I worked  
5 with the California Alliance for Jobs for clarity. One of  
6 my counterparts with the labor is the chairman of that,  
7 so -- but, you know, we want to make sure that -- that the  
8 industry that helps drive the economy doesn't get hurt in  
9 this transition process.

10           These are transitions we need to make. I mean,  
11 you know, no one is denying where we are and where we need  
12 to go, but we just want to make sure that good hard  
13 working people aren't hurt in the process.

14           So thank you.

15           CARB CHAIR RANDOLPH: Thank you.

16           And then I think our last speaker is Board Member  
17 Hurt.

18           CARB BOARD MEMBER HURT: I'll bring us home and  
19 be quick.

20           (Laughter).

21           CARB BOARD MEMBER HURT: So I just want to start  
22 off with I think the creation of mass seamless public  
23 transit is the backbone of our efforts in CAPTI. And I  
24 think it's really important that we understand  
25 collectively the health of our public transit operations

1 in the state, because we will need to advocate for  
2 funding. And I think data and just like a coming to the  
3 table and all understanding, instead of having kind of  
4 like, oh, well, in my area the situation is this way, and  
5 down south it's that way. Just a collective view and  
6 understanding is going to be really essential for the work  
7 that we do and the progress that's really necessary.

8 I have two questions. And Deputy Secretary, my  
9 first one is around this talk about the reduction of VMTs,  
10 social equity. And, of course, we heard the 2.5 million  
11 new homes that are needed. And I'm wondering if you could  
12 share with us any of the roadway pricing working group  
13 discussions around equity. I think there's a real concern  
14 about the tools and the metrics that are being discussed  
15 on supporting those Californians that are not only in  
16 disadvantaged communities, but also low-income individuals  
17 that are in other communities that have to travel because  
18 they cannot live where they work, and what sorts of --  
19 hopefully, they're not being penalized, but they're being  
20 helped. And so until that housing affordability catches  
21 up, what is being discussed about solutions and tools?

22 CalSTA DEPUTY SECRETARY MOOSAVI: That's a  
23 really, really important and good question. And, you  
24 know, I think a couple things. I'll say that the roadway  
25 pricing working group that Caltrans is leading, they're



1 actually, I believe, having another meeting later today.  
2 They've been meeting on a quarterly basis and at this  
3 stage, I think, have been forming partnership across the  
4 state with -- with relevant stakeholders to think about  
5 the numerous kind of ongoing efforts around the state and  
6 how the State can support those oftentimes local and  
7 regional efforts on roadway pricing, which is I think  
8 distinct from the road user charge work that Commissioner  
9 Davis brought up -- brought up earlier.

10           The equity concerns I think are front and center.  
11 We heard that through the CAPTI process and made sure to  
12 embed that in kind of the foundation of what the work  
13 group would -- would tackle. I do think that there are  
14 actually some -- both existing resources and best  
15 practices, as well as, you know, ongoing research in terms  
16 of how to center equity in that work. I think there's an  
17 actual positive equity opportunity in thinking about how  
18 to get -- how to raise revenue using drivers, particularly  
19 drivers who have the -- the ability to pay, to have that  
20 money through, for example, particularly if you're looking  
21 at tolled lanes to create the opportunity for a fast  
22 movement of transit on our -- on our highway facility,  
23 even maybe hopefully reducing the price of transit a the  
24 expense of those drivers who are -- who are -- who would  
25 be paying that toll.

1           Obviously, there's a lot of complexities there in  
2 terms of -- in terms of making sure that we're not  
3 disproportionately burdening certain folks. There's all  
4 kinds of things I think that go into that consideration in  
5 terms of who actually pays the toll, how does  
6 socioeconomic demographics and other things pay into how  
7 those tolls are set up. But for now, a lot of the roadway  
8 pricing work is -- is happening at local and regional  
9 levels. And part of I think what the role of the State  
10 group can play is actually bringing some of these  
11 overarching concerns, particularly around equity, to the  
12 forefront and think about best practices that -- that  
13 folks can be employing across the board. But it's -- it's  
14 certainly a topic that's front of mind when we -- when we  
15 talk about pricing.

16           CARB BOARD MEMBER HURT: Thank you. And I guess  
17 my second question is around, we've talked about projects  
18 in the pipeline and how they don't align with California  
19 goals. I have one in the Bay Area. I sit on C/CAG and  
20 there is a -- a highway expansion project that's been in  
21 the works for years. And they're still -- we still have  
22 advocates coming forward saying do we really need to do  
23 this? So I'm wondering how -- how you all will help  
24 publicly either promote that expansion or not and what  
25 kind of modifications publicly would you say we should be

1 doing or not doing in that -- in that future?

2 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. And this  
3 is obviously at the -- I think, at the crux of a lot of  
4 the challenges with the work under CAPTI in terms of  
5 making shifts in our priorities while having projects that  
6 have been underway for decades that are -- that are --  
7 that are mid-stream.

8 I think a lot of what we outlined in -- in CAPTI  
9 and how we -- how Caltrans in particular is approaching  
10 these issues is that this -- this process is not about  
11 picking winning, or losing projects, or communities.  
12 There's actual needs wherever those projects have been  
13 identified. However, given the goals we have now in  
14 certain places, the approaches that we have originally  
15 discussed in terms of how to solve those needs may be --  
16 we may now know and have better information about some of  
17 the unintended climate-related consequences or equity  
18 consequences of those projects.

19 So Caltrans is actively working through its 12  
20 district offices on a project-by-project basis with local  
21 partners to find opportunities to evolve those projects  
22 where feasible to better align them with our goals.  
23 Obviously, we have a lot of work underway to make sure  
24 that we're prioritizing the right projects for funding, so  
25 we're hoping that that drives and that -- that kind of

1 funding decision-making tool drives an urgency for folks  
2 who are pursuing these projects to think about, okay,  
3 well, if I'm going to go after State funding, like this is  
4 what my project really needs to look like. This is --  
5 this is what's going to be prioritized. How can I shift  
6 or evolve my projects to -- to meet that need or amongst  
7 my existing project portfolio, which projects would I  
8 prioritize to move forward, because of that knowing that  
9 it's a limited kind of funding environment.

10           So I think there's multiple things in play to  
11 help move us towards shifting away from projects that  
12 significantly increase VMT and induce additional travel.  
13 But, you know, it's -- it's challenging depending on how  
14 far along that pipeline those projects are. And I think  
15 it's going to be -- have to be a project-by-project kind  
16 of basis approach.

17           CARB BOARD MEMBER HURT: Okay. Thank you very  
18 much.

19           CARB CHAIR RANDOLPH: All right. Thank you.

20           Executive Director Weiss wanted to say a few  
21 words and then I'm going to try to figure out how to close  
22 this really rich discussion. Go ahead.

23           CTC EXECUTIVE DIRECTOR WEISS: Yeah. I just  
24 wanted to mention a couple things relative to pricing.  
25 The Commission has a Road Charge Technical Advisory

1 Committee, which is setting out recommendations for -- for  
2 the next road charge pilot. And one of the things that  
3 often gets discussed there, and -- and I'm sure, you know,  
4 most of the CARB Board members know this, is that people  
5 who are often disadvantaged are often driving less fuel  
6 efficient vehicles and maybe one -- the ones who benefit  
7 from a road pricing system.

8           The second is other road pricing efforts in the  
9 State require Commission approval also. And so what we're  
10 looking -- we have guidelines for that and we have just  
11 begun having internal discussions and we'll be talking  
12 more broadly with stakeholders about how we update those  
13 guidelines specifically to address equity.

14           CARB CHAIR RANDOLPH: All right. Thank you.

15           Darwin, thank you so much for that update. That  
16 was incredibly informative and helpful. And, you know, we  
17 talked about a lot of really important issues as part of  
18 this discussion. And -- and, you know, some of the key  
19 things I think are really the importance, as several folks  
20 mentioned, of local action. I loved Commissioner  
21 Martinez's point about starting small. And I was  
22 interested to hear about the CTC listening sessions.  
23 It's -- you know, listening to community is so important.  
24 And a lot of the really great ideas come from that, but so  
25 much of this is really about communities stepping forward,

1 creating housing in a way that doesn't exacerbate the  
2 challenges that we were talking about with Commissioner  
3 Davis, where, you know, we do -- this state's economy  
4 relies on super commuters.

5           And it is really challenging sort of meeting our  
6 climate goals while understanding, you know, the economic  
7 needs of the folks who are -- who are doing all that  
8 driving, and doing all that work, and who are challenged  
9 in terms of being able to access alternatives. And as  
10 Commissioner Pacheco-Werner mentioned, that's -- you know,  
11 thinking about the transportation system as, you know,  
12 this very, you know, complex interlinking -- interlinked  
13 ecosystem that really needs to serve all of those needs,  
14 the needs of the people who do have to drive a lot, given  
15 our land use decisions and our job locations, and -- and  
16 where we can really lean into providing good transit  
17 opportunities where that's going to meet the needs of  
18 communities there.

19           And funding is important. I'll say sort of a  
20 note of optimism and a note pessimism. I look at my  
21 community. I live in Oakland and I look at places like  
22 Telegraph Avenue have -- that have completely changed, you  
23 know, in terms of the biking infrastructure and the -- and  
24 the ways that the city has been able to make things move  
25 better. So that's the optimism. I mean, there are things

1 happening that we can see.

2           My pessimism is this year, there's been  
3 incredible investments at the State level, incredible  
4 investments at the federal level. I don't know how much  
5 longer we're going to have that -- that sort of -- those  
6 surpluses. And so while I support my colleagues' goals  
7 for trying to think about how we can best get more  
8 funding, I think we also need to recognize that we really  
9 want to use the funding that we have as wisely as  
10 possible, which circles back to a point that Darwin made,  
11 which is that we have some really good plans. You know,  
12 we have CAPTI. We have the California Transportation --  
13 2050 Plan.

14           I recommend once again folks should read this the  
15 Sustainable Communities appendix in the Scoping Plan when  
16 the -- when the final version comes out later this month,  
17 because there are some really good specific ideas and  
18 things that we, at the State level, can do and at the  
19 local level can do that will really improve and implement  
20 these climate change goals that we have in the  
21 transportation sector.

22           So I will -- I think we should circle back with  
23 staff. I love our new agenda item of kind of circling  
24 back with -- with a report back on things that are  
25 happening, and -- and maybe we could spend some time

1 talking with staff and talking to commissioners before our  
2 next meeting about maybe some actionable ideas to uplift  
3 some of the work that's already doing and ways that we can  
4 encourage ongoing work.

5           This is -- this is a long-term effort. And I  
6 know we're on the right path and we just need to roll up  
7 our sleeves and make sure that we are getting it done, and  
8 where we are seeing a lack of political will to get it  
9 done to raise our voices and say, hey, you know, this is  
10 where we could use more support and more implementation.

11           So with that, I will note we are a little behind  
12 schedule, so we're going to go ahead and we're going to  
13 take our -- a 45-minute lunch break. When we come back,  
14 we still have the report on housing on vacant State land  
15 and then also some freight issues that we're going to  
16 discuss that are so critical and so important right now,  
17 but I'm hoping maybe we could do it in a slightly more  
18 efficient way.

19           But I didn't want to cut this discussion short,  
20 because, I mean, this -- this discussion really hit on all  
21 of the key issues that we think about in -- as we do this  
22 work every day. So I really appreciate everyone's input  
23 and I -- and the public comment as well. And thank you  
24 again, Darwin, for updating us.

25           And we will be back in 45 minutes. Thank you.



1           CalSTA DEPUTY SECRETARY MOOSAVI: Thank you for  
2 having me. Appreciate it.

3           (Off record: 12:07 p.m.)

4           (Thereupon a lunch break was taken.)

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1 This work requires close coordination with over a dozen of  
2 State agencies, but very much in particular the Department  
3 of General Services, DGS, and Director Ana Lasso who's  
4 been a terrific partner in this effort.

5 As Michael will show you, we have much to do in  
6 addressing the 2.5 million homes needed in California, as  
7 I mentioned in my opening remarks, but finding land  
8 available for housing is essential to addressing our  
9 current affordability crisis. Obviously, land being  
10 extremely expensive, very difficult for developers to  
11 secure. And this land, you know, has to be secured while  
12 helping through reduced emissions through more efficient  
13 housing and transportation integration, as we've been  
14 talking through the meeting.

15 So we're excited to showcase some specific  
16 examples of projects that achieve these goals and to have  
17 a productive discussion that will garner actions. I have  
18 no doubt that we can work with you all on to further this  
19 program.

20 So I'll turn it over to Michael now. Thank you.

21 (Thereupon a slide presentation).

22 HCD SENIOR INNOVATION MANAGER COULOM: Thank you,  
23 Director Velasquez for the kind introduction and to Chair  
24 Randolph for the really thoughtful and concise summation  
25 of the problem and the opportunity. I'd like to begin by

1 thanking the Commissioners and the Board for the privilege  
2 and the opportunity of presenting on just one small part  
3 of what HCD is doing to address our State's housing and  
4 homelessness crises and for your guidance and input as we  
5 work collaboratively with our other State partners to  
6 achieve shared policy objectives.

7 --o0o--

8 HCD SENIOR INNOVATION MANAGER COULOM: My name is  
9 Michael Coulom. I'm a Section Chief here at HCD  
10 overseeing a part of our portfolio of innovative housing  
11 policy programs. And over the course of this  
12 presentation, I'll provide some high-level takeaways of  
13 the statewide housing plan and data strategy that HCD  
14 published last year, and overview of Executive Order  
15 N-06-19 for excess State lands, and the Executive Order's  
16 connections to CAPTI and future opportunities.

17 I'll -- I'd also like to save space at -- at the  
18 end of this presentation and following public comment for  
19 questions and discussion with the commissioners and the  
20 Board members, as well as Director Velasquez here today.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: The HCD  
23 published the statewide housing plan in March of this  
24 year, which we're required to do every four years. The  
25 results of our comprehensive research and analysis showed

1 that we have a profound housing supply shortage here in  
2 California with a dearth of, as Director Velasquez said,  
3 approximately 2.5 million homes just to stabilize the  
4 housing market. About a million of those homes that we  
5 need need to serve households with low and very low  
6 incomes.

7 --o0o--

8 HCD SENIOR INNOVATION MANAGER COULOM: Our  
9 statewide housing supply shortage has produced incredible  
10 increases in the cost of housing, even before the COVID-19  
11 pandemic with the average of a single-family home reaching  
12 an historic high of over \$800,000 in August of 2021. And  
13 so to afford the rent for that home and pay the utilities,  
14 you would have to earn around \$39 an hour, which is more  
15 than double the average income for the five most common  
16 job categories of Californians. That includes home health  
17 aides -- home health aides, cashiers, fast food workers,  
18 laborers, and retail sales people, all of who are  
19 essential workers.

20 --o0o--

21 HCD SENIOR INNOVATION MANAGER COULOM: So  
22 understanding why housing costs have become so burdensome  
23 requires recognizing that housing costs are the result of  
24 policy decisions, often rooted in systemic racism within  
25 the housing finance system and land use regulations.

1 Armed with that knowledge though, we can work together to  
2 make better policy decisions and address these systemic  
3 issues.

4 --o0o--

5 HCD SENIOR INNOVATION MANAGER COULOM: So in his  
6 leadership of HCD, Director Velasquez has said that for  
7 years, California has been underbuilding homes, especially  
8 in the affordable housing realm. This lack of supply and  
9 sky rocketing rents and home prices have created heavy  
10 overwhelming cost burdens on families.

11 --o0o--

12 HCD SENIOR INNOVATION MANAGER COULOM: The  
13 statewide housing plan, with that imperative in mind, lays  
14 out three key objectives, to keep Californians in their  
15 homes, to produce more affordable and climate-smart  
16 housing, and to continue to act with urgency to address  
17 homelessness and housing need.

18 --o0o--

19 HCD SENIOR INNOVATION MANAGER COULOM: While all  
20 of these are relevant to today's meeting, the one I'd like  
21 to focus on for the most part is objective 2, which aims  
22 to encourage new housing development in existing  
23 communities to reduce vehicle miles traveled and mitigate  
24 climate change, while also simultaneously addressing  
25 housing need to implement climate resiliency and

1 sustainable building strategies, research alternative  
2 housing models with lower production costs, such as  
3 manufactured and factory-built housing that includes labor  
4 standards, and to continue holding local governments  
5 accountable, for compliance with statewide housing laws.

6 --o0o--

7 HCD SENIOR INNOVATION MANAGER COULOM: So that's  
8 where, in part, Executive Order N-06-19 comes in. Signed  
9 by Governor Newsom in January of 2019 shortly after taking  
10 office, the Executive Order seeks to leverage partnerships  
11 between the State and local agencies to identify  
12 innovative affordable housing development opportunities  
13 and expedite their delivery as a demonstration for what we  
14 can achieve together.

15 --o0o--

16 HCD SENIOR INNOVATION MANAGER COULOM: The  
17 Executive Order charges HCD and the Department of General  
18 Services, along with our agencies the Business Consumer  
19 Services and Housing and Government Operations Agencies to  
20 jointly implement the order and develop these innovative  
21 affordable housing demonstration projects with the backing  
22 and support of the Governor's office and other State  
23 agencies, like the California Housing Finance Agency.

24 The Executive Order first charged DGS, in  
25 consultation with HCD, to screen and identify property

1 excess to the State needs and suitable for affordable  
2 housing. We started by analyzing over 44,000 individual  
3 parcels in the statewide property inventory, applying  
4 numerous screening criteria, confirming whether or not  
5 State agencies actually needed that land, and ultimately  
6 identified about 100 different development sites. Those  
7 can consist multiple parcels that we're now moving forward  
8 with.

9 --o0o--

10 HCD SENIOR INNOVATION MANAGER COULOM: So flash  
11 forward three years, I'm really proud to say that in a  
12 very short period of time, HCD and DGS have accomplished a  
13 lot together. We've partnered with over 14 different  
14 State agencies to award 17 different sites to affordable  
15 housing developers. Ultimately, this land will be under  
16 HCD's jurisdiction and leased for affordable housing  
17 development with a low cost long-term ground lease of 99  
18 years, which will allow the State to ensure affordability  
19 on each site in perpetuity and reduce the project's total  
20 cost to facilitate development.

21 Of the different sites that we've developed, we  
22 have at least 24 individual projects in a pipeline of over  
23 4,000 new homes, which on average will be available to  
24 very low income households making about 50 percent of  
25 their area median income. The portfolio also serves a



1 variety of populations from large families and seniors to  
2 farmworkers, educators, veterans, and folks experiencing  
3 or at risk of homelessness who will have permanent access  
4 to the services they need to stay health and housed.

5 --o0o--

6 HCD SENIOR INNOVATION MANAGER COULOM: And so I'd  
7 now like to share a few examples of some of the projects  
8 in our pipeline that demonstrate how we're achieving the  
9 shared policy objectives of our receptive agencies. All  
10 of these projects are a great example of infill housing  
11 that we hope can be learned from and replicated across the  
12 state.

13 --o0o--

14 HCD SENIOR INNOVATION MANAGER COULOM: Oak Hill  
15 apartments is a new mostly nearly waterfront community in  
16 unincorporated Marin County, just a stone's throw from the  
17 Larkspur rail and ferry terminals. In addition to the  
18 geographic benefits of the site as a key infill  
19 opportunity, the project is also geared towards a really  
20 wide spectrum of the workforce who will make 30 to 120  
21 percent of the area median income. Marin County has a  
22 really severe shortage of housing available at these  
23 income levels and a big mismatch between the number of  
24 essential worker jobs and housing that essential workers  
25 can afford. And so as a result, there are a high number

1 of super commuters in this area and significant greenhouse  
2 gas emissions from those commuters in an area that  
3 otherwise is a very bucolic and prioritizes environmental  
4 conservation

5 --o0o--

6 HCD SENIOR INNOVATION MANAGER COULOM: Next up,  
7 our team is really excited to celebrate the start of work  
8 on Sugar Pine Village, which at 248 units serving  
9 households making 30 to 60 percent of the area median  
10 income, is the largest multi-family housing project ever  
11 entitled in the history of South Lake Tahoe. The Tahoe  
12 Basin has some of the most stringent environmental  
13 regulations nationwide to protect, particularly water  
14 quality of the lake, which this project will exceed in  
15 both its construction and operation. With that mission in  
16 mind and the incredible levels of partnership between HCD,  
17 DGS, and the California Tahoe Conservancy, the project was  
18 entitled, financed, and began construction in just two  
19 years, which is an amazing feat for any residential  
20 project in California.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: Last  
23 month, Director Velasquez, Department of General Services  
24 Director Ana Lasso, and Business Consumer Services and  
25 Housing Secretary Lourdes Castro Ramirez and I had the

1 opportunity to celebrate with local officials all of the  
2 partnerships that this project has borne. The project  
3 will consist of new prototype factory-built all electric  
4 housing units and has Affordable Housing and Sustainable  
5 Communities funding to support additional community  
6 benefits to reduce greenhouse gas emissions and ensure  
7 equitable access and enjoyment of the Tahoe Basin.

8 --o0o--

9 HCD SENIOR INNOVATION MANAGER COULOM: And then  
10 the last project that I'll share with you is Sonrisa  
11 studios in Sacramento, which is the first project in our  
12 portfolio to complete construction. Sonrisa is an  
13 incredible model for sustainable construction and  
14 operations utilizing cross-laminated timber in lieu of  
15 steel and concrete, while also accelerating construction  
16 and producing really beautiful units with high ceilings,  
17 natural light, and air flow. All residents will also  
18 receive passes for the Sac RT light rail, which is just a  
19 few blocks from the site. The project also benefited from  
20 transit-oriented development funding.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: And so if  
23 there's one thing that I hope you can take away from these  
24 project examples, it's that the State's inventory of  
25 excess sites really does have a critical climate and

1 transportation impact. While the Executive Order charged  
2 HCD and DGS with developing screening criteria for  
3 evaluating excess sites for housing suitability, the  
4 Legislature even more recently passed Senate Bill 561 and  
5 Assembly Bill 2233 to codify the Executive Order into law.

6 We're currently working to revise our screening  
7 criteria, which include variables concerning access to  
8 opportunity, proximity to job centers, education and high  
9 frequency public transit, as well as the availability of  
10 affordable housing in job and commute sheds. One site  
11 that's particularly a great infill opportunity, the image  
12 that you'll see at the right of the slide, which is at 440  
13 Arden Way in Sacramento. This site is also right next to  
14 a light rail station. And the City of Sacramento has even  
15 gone so far as to donate adjacent property to the State,  
16 which will allow us to include a child care facility in  
17 the project as well as an additional 20 units. So in  
18 total the project will be 124 units serving households  
19 making 30 to 60 percent of the area median income right on  
20 a light rail line with access to our State Capitol.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: You've  
23 already hear about CAPTI today, so I'll keep this slide  
24 brief. I can't do as well to speak to it as the Deputy  
25 Secretary Moosavi.

1           But what I would like to focus on today is CAPTI  
2 Strategy 7, which aims to strengthen transportation land  
3 use connections, particularly Key Action 7.1 that you see  
4 up here on the slide, aims to leverage transportation  
5 investments to incentivize infill housing production,  
6 which I hope you've observed we're focusing on with all of  
7 these project examples.

8                               --o0o--

9           HCD SENIOR INNOVATION MANAGER COULOM: Infill  
10 housing has been a really strong focus area in the housing  
11 policy space for the last several years. Recognizing that  
12 the speed and cost of housing is deeply impacted by local  
13 policy decisions. Since 2017, numerous State legislative  
14 and regulatory changes have worked to accelerate infill  
15 housing production. HCD provides technical assistance to  
16 local jurisdictions to comply with State infill housing  
17 laws, but there's still a gap between a local jurisdiction  
18 doing what is required by law and being a true Prohousing  
19 jurisdiction.

20           So as a result, as the Deputy Secretary and  
21 Director Velasquez have also referenced, HCD developed the  
22 Prohousing framework to reward the jurisdictions that go  
23 beyond the legal requirements to accelerate housing  
24 production particularly in climate-smart locations.

25           Housing developments, including excess sites that

1 are in Prohousing jurisdictions, can expect multiple  
2 benefits, including lower project costs, quicker  
3 timelines, entitlement streamlining or by right approvals.

4 --o0o--

5 HCD SENIOR INNOVATION MANAGER COULOM: So a quick  
6 little line from CAPTI that you'll see up there is that,  
7 "Building upon the Prohousing Standard developed by HCD,  
8 competitive funding programs will explore adopting  
9 incentives for local policies that tend to support  
10 location-efficient and mixed-use housing production". I'm  
11 glad to say that there's already been really strong  
12 implementation of this action with Prohousing rewards  
13 incorporated into the Affordable Housing and Sustainable  
14 Communities Program, Infill Infrastructure Grant Program,  
15 Transformative Climate Communities, and Transit Intercity  
16 Rail Capital programs. And more recently, it's really  
17 great to see that our partners here at the table today  
18 have incorporated Prohousing into the Local Partnership  
19 Program and Solution for Congested Corridors Program as  
20 well.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: And so  
23 rounding it all out, we're really excited about a site  
24 that has the potential to demonstrate the convergence of  
25 State and local policy objectives for infill and

1 climate-start housing. DGS and Caltrans have  
2 preliminarily identified an approximately 17-acre site in  
3 the City of Oceanside that will benefit from planning work  
4 that the city has already been conducting with Caltrans  
5 and HCD grants specifically designed to facilitate housing  
6 and transportation linkages.

7           This includes the Sustainable Communities Program  
8 funding for smart and sustainable corridors, as well as  
9 HCD SB 2 planning grants to create incentive districts for  
10 workforce housing along commercial corridors. What's  
11 really exciting about this site though is that it's  
12 something of a unicorn. There are numerous complications  
13 to working with property acquired with State and federal  
14 transportation dollars, but preliminary research has  
15 indicated that this property was actually deeded to the  
16 State and can be leased for permanent affordable housing  
17 under HCD's jurisdiction. So we included this site in a  
18 request for developer qualifications and we look forward  
19 to receiving responses from the development community on  
20 Monday. So we'll have hopefully some more good news to  
21 share very soon.

22                           --o0o--

23           HCD SENIOR INNOVATION MANAGER COULOM: Earlier  
24 this year, the State Auditor completed a review of State  
25 agencies' implementation of the Executive Order finding

1 that DGS's identification of affordable housing  
2 opportunities will benefit thousands of Californians and  
3 that State agencies are in substantial compliance with the  
4 Executive Order. But the Auditor also found that we could  
5 be doing more to unlock and solicit additional sites.

6 Lastly, the audit found that the Legislature  
7 should codify certain elements of the Executive Order,  
8 which, as I mentioned previously, the Legislature has  
9 supported with the passage of Senate Bill 561 and Assembly  
10 Bill 2233.

11 --o0o--

12 HCD SENIOR INNOVATION MANAGER COULOM: So towards  
13 that end, we're encouraged and cautiously optimistic to  
14 see that our federal partners are revisiting their  
15 position on housing as a transpor -- transportation use  
16 with GSA, HUD, and HHS all working on new guidelines for  
17 Title 6 -- Title 5 of McKinney Vento Act, which if you are  
18 not as a federal transportation nerd, which I certainly am  
19 not, permits reuse of federal property for housing and  
20 homelessness solutions, as well as recent DOT grants for  
21 infill housing and TOD, and forthcoming guidelines and  
22 financial support for projects that include residential  
23 development.

24 Should our federal partners move forward with  
25 these, it would be really highly impactful funding sources



1 and policy direction to unlock additional public lands for  
2 affordable housing, and we stand by ready to receive that  
3 guidance should they release it.

4 --o0o--

5 HCD SENIOR INNOVATION MANAGER COULOM: So lastly,  
6 we've prepared these questions that we would love to  
7 discuss with the commissioners and the Board members  
8 following public comment. After public comment, we can  
9 return to these. And I would ask Director Velasquez to  
10 return and facilitate.

11 And you can go to the final slide.

12 --o0o--

13 HCD SENIOR INNOVATION MANAGER COULOM: Thank you.  
14 That concludes my presentation.

15 CARB CHAIR RANDOLPH: All right. So now we have  
16 the opportunity to hear public comment. And I'll ask the  
17 Board clerks to call public commenters.

18 CARB BOARD CLERK HARRINGTON: Thank you. We have  
19 no public comments.

20 CARB CHAIR RANDOLPH: Okay. Thank you.

21 All right.

22 CARB BOARD CLERK GARCIA: Actually, I'm sorry. It  
23 looks like a hand just went up in Zoom.

24 CARB CHAIR RANDOLPH: Okay.

25 CARB BOARD CLERK GARCIA: So I will call on

1 Beverly Yu. Beverly, I have activated your microphone.  
2 Please unmute and begin.

3 BEVERLY YU: Thank you very much. Madam Chair,  
4 members, Beverly Yu on behalf of State Building  
5 Construction Trades Council California. On item 3 with  
6 respect to the issue of affordable housing on excess State  
7 lands, we urge the Board, CTC, and HCD to ensure that land  
8 grants, incentives, tax breaks, and streamlining include a  
9 corresponding responsibility to pay and treat the  
10 construction workers building the housing fairly. And  
11 this means ensuring that the prevailing wage is paid and a  
12 skilled and trained workforce is utilized.

13 We often hear that it just doesn't pencil out to  
14 pay entry construction workers fairly. Meanwhile,  
15 developers are profiting from this housing crisis without  
16 any attempt by the State to rein in the millions of  
17 dollars these so-called affordable housing developers are  
18 pocketing.

19 A recent use UC Berkeley did a study last summer  
20 showing that nearly half of residential construction  
21 workers are being paid so little that they depend on State  
22 services to care for their families. The study also  
23 exposes the rampant wage theft that occurs in residential  
24 construction. Meanwhile, these developers continue to  
25 profit and do so with incentives from the State.

1           At California State Building Trades, we are  
2 prepared to build our way out of this housing crisis, but  
3 we should not be expecting them to do so for substandard  
4 wages on unsafe job sites. Appreciate your time today.

5           Thank you.

6           CARB BOARD CLERK GARCIA: Thank you. And that  
7 concludes the commenters for this item.

8           CARB CHAIR RANDOLPH: All right.

9           Thank you. Director Vas -- Velasquez, is there  
10 a -- do you want to kick things off? I will tell you I  
11 have Board Member Riordan who would like to make a comment  
12 and Dr. -- sorry, I'm writing it down. Sorry -- Dr. Lugo  
13 and Board Member -- I'm sorry Commissioner Martinez,  
14 Commissioner Davis, and -- okay.

15           HCD DIRECTOR VELASQUEZ: Sure. Thank you. Yeah,  
16 I think it will be --

17           CARB CHAIR RANDOLPH: Let's go then. All right.

18           HCD DIRECTOR VELASQUEZ: -- great to hear from  
19 the Commission and Board members. Yeah.

20           CARB CHAIR RANDOLPH: All right. Board Member  
21 Riordan.

22           CARB BOARD MEMBER RIORDAN: Thank you, Madam  
23 Chair. I just wanted to say for yesterday I was given an  
24 opportunity to visit one of these sites with the staff and  
25 really enjoyed this presentation. The -- this is a piece

1 of property that is on one side very much focused towards  
2 a residential area. It is, on the other side, adjacent to  
3 a Caltrans operation, meaning a freeway, but it is a great  
4 example of what we can do at a local level of using what  
5 was Cal Fire's, you know -- they hadn't used it for  
6 probably years or at least it looked like it hadn't been  
7 used. And this is Mulberry Gardens Apartments.

8           And the key to the success of this, I think, is  
9 everyone working together. And clearly, and we met her  
10 yesterday, the Riverside City Council Member that -- in  
11 whose district this will be located, was front and center,  
12 and probably the strongest advocate for this kind of a  
13 project, and I suspect will assist in any way she can to  
14 coordinate between the developer, the State departments  
15 that are going to be involved, and the City of Riverside.  
16 And that's what's going to make this happen. And there  
17 are quite a few units. Remind me, what, 200 and some odd  
18 units or more.

19           HCD SENIOR INNOVATION MANAGER COULOM: Two  
20 hundred and nine, I think.

21           CARB BOARD MEMBER RIORDAN: Yeah. And it's a  
22 great site. It's going to have senior housing plus  
23 families. And the first phase will be the seniors, and  
24 then they'll bring in the housing for the families. And  
25 it should be probably finished maybe totally about what

1 2025. So it's on the road to -- and passed CEQA, did all  
2 the things that are necessary, with the exception of  
3 financing. And financing can be an issue, because that  
4 goes far beyond what the State government, the local  
5 government can do. So they've got to secure that  
6 financing. But it's a great project and I'm sure the HCD  
7 would be happy to show any other Commissioner or Board  
8 members that. It's only about three miles from this  
9 building.

10 Thank you.

11 CARB CHAIR RANDOLPH: Yeah, thank you.

12 All right. Dr. Lugo.

13 CTC COMMISSIONER LUGO: All right. Excuse me.

14 Thank you Chair Randolph. Thanks so much for the  
15 presentation. We all know what a timely and urgent matter  
16 this is. And so I'm really glad that we get to be here  
17 talking about how to coordinate across our different  
18 Board, and Commission, and departments.

19 I -- to -- to your two questions in terms of, you  
20 know, how we can further implementation, I -- I was aware  
21 of a case in the LA area near where I live. And then this  
22 week took the time to learn some more about the situation  
23 with Caltrans-owned housing along the formerly planned 710  
24 corridor in El Sereno in the City of LA and South Pasadena  
25 and Pasadena. And I'm aware that my colleagues on the

1 Transportation Commission have shown some just fantastic  
2 leadership in the recent years in stewarding forward a  
3 community-led effort to -- to move away from expanding the  
4 710 Highway, which is great.

5           However, this -- this community-led effort that  
6 has been happening around actually utilizing long vacant  
7 Caltrans-owned housing doesn't seem to have made it to the  
8 attention of the Commission in an official way yet. So  
9 I'm really glad to just have the opportunity to bring up  
10 what I think could be a really fantastic case study or  
11 example for our different departments to work together  
12 around, which is, you know, in -- in the case of this  
13 Caltrans-owned housing along the 710 Corridor, I -- I'm  
14 not an expert on the ins and outs of what has happened in  
15 the last few years, so I don't want to misrepresent, you  
16 know, my knowledge here, but it's clear that there is a  
17 more proactive role that the Commission could be taking  
18 because it is Caltrans-owned property.

19           It's also clear that, you know, this fantastic  
20 commitment to avoiding displacement that we've heard, you  
21 know, across the board today, you know, if we don't take  
22 action, we are actually going to be seeing displacement  
23 and evictions happening in the case of this housing. And  
24 I think it's also a fantastic case for looking at, you  
25 know, how can the reconnecting communities' effort being

1 led at the federal level, and, of course, being supported  
2 in our state really examine not just, you know, places  
3 where freeways divided communities and destroyed housing,  
4 but also places where we're turning away from freeway  
5 expansion. And, you know, we've got just this -- it's  
6 just like a -- this really great, great, great case study  
7 we could be doing. And so I just want to bring that to  
8 our attention.

9           And the last thing I want to say about it is I am  
10 just so impressed and, you know, happy about the  
11 commitment to working with communities that has been  
12 coming up, you know, in different spaces and in the  
13 presentations today. And as someone who previously served  
14 on the Board of a community land trust, I want to, you  
15 know, remind us all that working with community happens at  
16 the speed of community. And we are probably going to have  
17 to, you know, look in the face and make decisions about  
18 sometimes shifting our expectations for efficiency,  
19 shifting our expectations in terms of what success looks  
20 like.

21           The stories that I was hearing this week from  
22 United Caltrans Tenants and the Reclaiming our Houses  
23 activists, and the El Sereno Community Land Trust were  
24 that they have, mostly through volunteer work, put  
25 together this tremendous infrastructure for supporting

1 permanent affordable housing in their community. However,  
2 they have been side-stepped in favor of partnership with  
3 more traditional public agencies that don't have such a  
4 good record of showing support for community leadership.

5           So I think we have a great opportunity to talk  
6 about Caltrans-owned properties, affordable housing with  
7 the 710 housing. And I think we should also be ready to  
8 learn and -- and come up with some ideas of what success  
9 looks like that puts community leadership at the forefront  
10 in an authentic way.

11           CARB CHAIR RANDOLPH: All right. Thank you.  
12           Commissioner Martinez.

13           CTC COMMISSIONER MARTINEZ: Thank you, Madam  
14 Chair. And maybe some of the questions I'm going to ask,  
15 Mr. Velasquez or his staff that are here will be able to  
16 answer. But I will go to the questions, but my colleague  
17 Clarisa Falcon had to take another meeting, but she did  
18 have a question, so I wanted start off with that first.  
19 So she wanted to know if there was opportunities as it  
20 pertains to unsheltered for the unhoused and what  
21 guidelines specifically does HCD have as it pertains to  
22 expediting the process that you have to house unhoused  
23 folks. And, you know, from a funding perspective, what  
24 does that actually look like for you all, because I know  
25 the conversations that we've -- that we've been having is



1 strictly for affordable housing. But in many respects  
2 permanent supportive housing, you know, or veterans  
3 housing when it pertains to homelessness is still  
4 utilizing vouchers is still affordable housing. And so  
5 how do we figure out ways of how to expedite on  
6 specifically if you -- if you all don't have one to meet  
7 the needs of -- of housing for the unhoused currently now  
8 throughout the state? That's the first question.

9 HCD DIRECTOR VELASQUEZ: Well, thank you. I can  
10 get started and then if Michael wants to contribute. But  
11 as -- I just want to emphasize how important housing for  
12 people who are chronically homeless is across our  
13 portfolio. You know, this is just one of more than a  
14 dozen programs that we have, including our well known  
15 Homekey program that has in the last two years, in a short  
16 period of time, created 12,500 units of mostly permanent  
17 interim -- interim and permanent supportive housing for  
18 the homeless. This has been a program that's been modeled  
19 in other parts of the country. And we're -- we're proud  
20 of having delivered that program in this state, mostly  
21 with federal funding related to the COVID-19 pandemic.

22 But specifically to this program and to many  
23 other programs above and beyond Homekey, housing that is  
24 for people that earned less than 30 percent, extremely low  
25 income people, or people who are unsheltered. That is a

1 priority. It's just that housing, you know, takes a lot  
2 to plan. It takes a huge amount of financial commitment,  
3 because of the services that have to be associated with  
4 assisting people who were formerly or at risk of  
5 homelessness. And this program also prioritizes that.  
6 It's just that it goes, you know, above and beyond just  
7 that one segment of the population, so -- but we do  
8 prioritize in all of our programs that we have, in all of  
9 the criteria, specifically even the tax credit and tax  
10 exempt bonds program, you know, billions of dollars for  
11 the creation of affordable housing. We prioritize first  
12 and foremost people who will be housed that experience  
13 homelessness.

14           CTC COMMISSIONER MARTINEZ: Thank you, Mr.  
15 Velasquez. And to her point when we were talking about  
16 this, and one thing that I would just bring to your  
17 attention is you know and we're all ware of NIMBYism and  
18 the lack of courage sometimes from elected officials. And  
19 I can say that. I'm a former elected official. I first  
20 served for 12 years in the Santa Ana City Council. So I  
21 know what courage looks like and I though what courage  
22 does not look like and I can speak to that.

23           But because when we're dealing with unhoused  
24 folks, it even becomes even more difficult to build that  
25 kind of housing and then the -- then add the additional

1 layer, the mental housing and the substance abuse housing.  
2 But this is where I believe we can leverage the power of  
3 State government. You know, you have these access --  
4 excess land where, you know, you can help local government  
5 and counties government go towards hey its no your opinion  
6 and county government go towards, hey, it's not longer  
7 your responsibility. We're giving you this land to  
8 actually build this in partnership with the private sector  
9 to make this happen. And it reduces a lot of the  
10 NIMBYism.

11 And so I think it's imperative of us to keep that  
12 in mind, because typically when we're trying to look for  
13 housing for unhoused folks, it becomes even more difficult  
14 when we're trying to get a developer, a non-profit  
15 developer going through that entire process. But if we  
16 can break that barrier by utilizing State or federal land,  
17 it gives us an advantage for several reasons, whether it's  
18 by right asking to -- to make changes to the process in  
19 regards to expediting permitting. All of that, the local  
20 government can move forward and do that by utilizing State  
21 land.

22 On -- on that note, I wanted to move in regards  
23 to the successor -- going back to local government, we  
24 have re -- the dissolution of redevelopment agencies and  
25 then now we have the -- kind of really the end of the road

1 here for the successor agencies. There are a lot of local  
2 governments that have not utilized that land and it's  
3 coming -- the chickens are coming home to roost and so  
4 that property is going to be going to the State of  
5 California. Do we know at this time in regards to the  
6 ROPS that they've been submitting what percentage  
7 potentially the State of California will get those assets  
8 throughout the entire state. I'm not sure if you guys  
9 have taken a look into that. But I know since 2012 and  
10 the creation of redevelopment agencies and successor  
11 agencies, they had to either identify and sell those  
12 properties, but they had a period of time to do so. And  
13 that time is coming to expire. And if they weren't able  
14 to do that, the State is going to take full control of  
15 those assets.

16 And so, you know, like I was in the City of  
17 Rialto yesterday visiting, and they made that point. We  
18 have that land. We've got to do something soon. If not,  
19 it's going back to the State. And so that's something for  
20 us for you all to look into.

21 My last question and as it pertains to your two  
22 questions, one and two, in regards to what do we  
23 prioritize in regards to access land or choosing an  
24 affordable housing, just like Commission Lugo said, we  
25 need to ensure that there is co-design and creation, you

1 know, before a plan is created with community. You know,  
2 having developers, you know, going out into the community,  
3 hey, we think this is what, you know, this community  
4 should have as it pertains to affordable housing, but it's  
5 really kind prescribing sometimes, a lot of times, and you  
6 don't have the community really buy-in. And there --  
7 there creates a lot of frustration and -- and I'm in this  
8 line of work. And so sometimes I see that.

9           And certainly because of the guidelines of the  
10 State and so how can we create more flexibility to ensure  
11 that community is first. It's not in -- you know, in the  
12 later parts of the phase of the development and -- it's  
13 not just about one bedroom apartments and we want a  
14 community center, we want a day car center. But they  
15 should be a part of what -- what this -- what these  
16 developments are going to look like on these State  
17 properties.

18           And one great example as we visited yesterday,  
19 and we were talking about transportation, a lot of the  
20 issues comes down to funding, right? It's very difficult  
21 to afford affordable housing and the funding stack takes  
22 years to -- to move through that process and tax credits.  
23 But beyond some of the programs and funding that the State  
24 has, what other funding or planning mechanisms are  
25 available for local government to expand and continue to

1 move this process fast, because you all said that this is  
2 a pretty expedited process. It's still taking, you know,  
3 four plus years.

4           And so, you know, when we're talking about  
5 reimagining what hosing looks like, we need to reimagine  
6 what affordable housing looks like, and we need to  
7 understand that the traditional way of building affordable  
8 housing has to change, because we need to get things up  
9 quick and moving. And I know there's been conversations  
10 and laws that have been passed in regards to modular house  
11 and prehab -- prefab. But as well, we need to ensure that  
12 the workforce and jobs are there and a trained workforce  
13 to move us in that direction and wanting to make sure that  
14 that is part of the criteria as one of the speakers just  
15 mentioned prior as well.

16           And the last thing that I would just say is that  
17 the incentives, whether it's through CARB or other  
18 agencies in regards to electrical vehicles, e-bikes, folks  
19 that are under the affordable housing and especially the  
20 very, very low income folks, look, the reality -- and I  
21 come from a city where 56 -- 56 percent of the residents  
22 of Santa Ana didn't have access to a personal vehicle, 56  
23 percent. These are very impoverished folks. Many of them  
24 take public transportation. They're riding a bike.  
25 They're walking and that's throughout communities of

1 California.

2           Not everyone lives in Berkeley, or Davis, where  
3 they have the luxury to afford a Tesla or another  
4 electrical vehicle, or even an electric bike. Someone  
5 just said this the other day, well, you want me to ride an  
6 electric -- I can't even afford a regular bike and now you  
7 want me to pay for a \$3,000 bike. This makes no sense.  
8 And the incentives -- you know, most folks even at the  
9 lowest threshold of -- don't even qualify -- it's not that  
10 they don't even qualify, they just don't even have the  
11 money to afford to even purchase that electric bike even  
12 with the incentives.

13           And so what can we do whether, you know, through  
14 these guidelines and process to make it more accessible  
15 for those folks to transition to be able to utilize  
16 electrical bikes, electrical cars, and in -- and on these  
17 developments, especially with affordable housing, removing  
18 parking requirements so that we can add more housing,  
19 right, and/or parking that creates availability for clean  
20 transportation, for other modes of -- of walking and  
21 biking. So that you have a sense of community and that  
22 we're really trying to push the envelope to reduce our  
23 greenhouse gas emissions.

24           Because if we're continuing to tell local  
25 government and laws are being placed that you need to

1 reduce your parking minimums, but then on affordable  
2 housing on State land, we're still allowing parking, you  
3 know -- and I get it, people need -- especially in areas  
4 like here in Riverside, there's sprawl, right? And so  
5 some people need a car. But, you know, are we going to  
6 wait the 10, 15 years for that to happen to transition or  
7 what can we do to lead first? And so with that, those are  
8 my comments.

9           And I just hope that as we move forward, that we  
10 do really center community first in ensuring that  
11 whatever, you know, developers you all choose to build  
12 this housing, that they are centered first. That they  
13 don't come at the -- at the very end, because at the end  
14 of the day, we're wanting to ensure that they are the  
15 co-creators and the design of the places that they're  
16 going to call home.

17           CARB CHAIR RANDOLPH: Thank you.

18           Commissioner Davis.

19           CTC COMMISSIONER DAVIS: Yeah. First, I'd like  
20 just to commend you for the presentation and for the work  
21 that you guys are doing. I mean, you're talking about  
22 changing the lives and maybe hopefully they're to dream it  
23 becomes a generational, right? I mean, that's really what  
24 we want to see.

25           But I want to piggyback on a comment that I think



1 Beverly Yu made earlier. I mean this is a dirty and a  
2 dangerous industry. And the State, in my opinion, really  
3 can't be a partner to allowing this exploitation of the  
4 workforce, a workforce that's largely minority, largely  
5 immigrant. And if you don't put in labor standards of  
6 some sort, prevailing rate, skilled trained workforce,  
7 which then would require people to become -- through an  
8 apprenticeship program, which leads to a career, not just  
9 a job, right? So not only are you going to change the  
10 lives of the people who have moved into the buildings, but  
11 you're going to change the lives of the people who are  
12 building the buildings, right? So that you're talking  
13 about real change.

14 But if the State doesn't put in some parameters  
15 for some sort of workforce protection, you're just  
16 becoming a partner to the general exploitation we see in  
17 the housing development market.

18 HCD SENIOR INNOVATION MANAGER COULOM: Thank you  
19 for the comment Commissioner Davis and thank you as well  
20 to the commenter who called in. I didn't make this a  
21 point in my presentation, which perhaps is a fault of  
22 mine. But because this is State lands, because the State  
23 is retaining ownership of it, all the construction is  
24 subject to prevailing wage law.

25 CARB CHAIR RANDOLPH: Okay. Great. Yeah. Thank

1 you for that clarification.

2 Dr. Balmes.

3 CARB BOARD MEMBER BALMES: Thank you, Chair  
4 Randolph. And I want to thank the previous speakers, the  
5 commissioners. I really enjoyed hearing your perspective  
6 and am pleased that we're pushing for social justice with  
7 regard to both the jobs, building the affordable housing,  
8 and community input, which I totally agree, you'll get  
9 much more useful projects if the community is in. But I  
10 recognize, as I think Dr. Lugo said, that that may slow  
11 the it process, but I think the end product made benefit  
12 from that.

13 But I have some specific questions, which I think  
14 might be a little easier to answer. So I was looking at  
15 slide 19 with the screening criteria for excess sites.  
16 And those all seemed like appropriate criteria. But from  
17 sort of a CARB point of view in reducing vehicle miles  
18 traveled, the proximity criteria, proximity to job  
19 centers, proximity to education, proximity to public  
20 transit are sort of important. And so I guess my question  
21 specifically, Michael, is do these criteria get  
22 differential weighting at all? I mean, there is, well  
23 one, two, three, four, five, six different criteria, and,  
24 you know, how are they weighted? And of the sites that  
25 have already been awarded, you know, how many of them

1 scored well on these criteria, just to get a sense?

2 HCD SENIOR INNOVATION MANAGER COULOM: Yeah.

3 Thank you for that question. So I think I'll take the  
4 second half of your question first. How many of these  
5 sites scored well? They all scored well, but some of  
6 these, I think as you can understand, may be conflicting  
7 criteria. And so, for example, the site that we had the  
8 opportunity to visit yesterday here in Riverside, the  
9 closest bus stop is about 0.4 miles away from the site,  
10 which is less than desirable. But at the same time, we  
11 understand that the gap between supply and demand here in  
12 Riverside is really extreme. So we do have to balance  
13 those factors.

14 Additionally, though all of these sites do --  
15 they do score -- that we have started developing thus far  
16 have scored highly. And the reason that that's important  
17 is because many of these screening criteria also align  
18 with the scoring for competitive housing finance programs.  
19 So it's been important to us that not only are we going to  
20 select a site that scores well for us, but it's a site  
21 that ultimately will get built.

22 And then as to your question for weighting,  
23 that's something that we are looking at very closely right  
24 now. We're in the midst of revising these screening  
25 criteria, looking at not just how do we weight them, but

1 specifically are there any improvements that we can make  
2 to how we measure them.

3           The Executive Order is actually a document that  
4 establishes many of these in writing. And it, in some  
5 parts, is more prescriptive than others about which data  
6 sources we're using. And so we will continue to use those  
7 data sources, but we're looking at if we can add any  
8 additional nuance to the screening criteria. So if -- if  
9 you have any recommendations or suggestions from anybody  
10 the Commission or the Board, we really welcome those.

11           CARB BOARD MEMBER BALMES: And just one kind of  
12 follow-up question. So again, from a CARB perspective,  
13 the proximity criteria are, you know, important to us.  
14 And this is one program, you know, under your Department's  
15 aegis. How about other programs and do you use the same  
16 kind of proximity criteria for those other programs?

17           HCD SENIOR INNOVATION MANAGER COULOM: Yes, we  
18 do. I think some of my other colleagues at HCD could  
19 speak to this in greater detail. In large part, these  
20 relate to our funding programs, which is under our  
21 Division of State Financial Assistance. But yes, we do  
22 seek to -- to mirror and align those for reasons of  
23 achieving these shared policy objectives, but also making  
24 sure that we have -- we have projects that we can finance.

25           CARB BOARD MEMBER BALMES: Yeah, because I mean

1 the big -- the bottom line is we'd like to see programs  
2 for more housing and affordable housing be as climate goal  
3 oriented as possible.

4 Thank you.

5 CARB CHAIR RANDOLPH: All right. Thank you.

6 Board Member Hurt.

7 CARB BOARD MEMBER HURT: Thank you, Madam Chair.

8 So I really like the screening criteria for the excess  
9 sites, but I'm also thinking about the greatest health  
10 outcomes and promoting that criteria, so that we're away  
11 from the exposure to pollutants and emissions. And I know  
12 that there's a tension there, because we're saying let's  
13 build where transit corridors are and job sites, but if  
14 we're talking about excess land, maybe that's a second  
15 phase of review, but let's go with those spaces that have  
16 the great health outcomes.

17 Thank you.

18 CARB CHAIR RANDOLPH: All right. Thanks so much  
19 for all the comments on this item.

20 This is a really great program. It's one of  
21 those things you see -- you hear about at it's inception,  
22 you know, like hey can we build housing on surplus land  
23 and then you see these projects tart to come to life and  
24 it kind of harkens back to our earlier discussion about,  
25 you know, are we -- are we going to actually make

1 progress? Are these things going to happen? So I really  
2 appreciate that this is an example where things are  
3 happening and people are now have homes that wouldn't have  
4 otherwise. So thank you so much for your work on this  
5 program. Thank you, Director Velasquez.

6           Okay. So our last item -- agenda item today is  
7 going to be focusing on zero-emission freight system,  
8 which is a guiding principle for CAPTI. CAPTI emphasizes  
9 creating a freight system that reduces greenhouse gas  
10 emissions criteria pollutants, toxic air contaminants, and  
11 protects public health. And these priorities align with  
12 CARB's work in supporting the deployment of zero-emission  
13 medium- and heavy-duty vehicles. And so it's critical as  
14 we're thinking about transitioning the freight sector,  
15 that the right charging and fueling infrastructure is in  
16 place, which requires targeted investments of limited  
17 public resources. And so prioritizing where we make those  
18 investments has to be coordinated closely with industry,  
19 stakeholder and -- stakeholders and environmental justice  
20 communities.

21           So our original plan was to have two  
22 presentations, the second one was going to be about  
23 Caltrans work addressing zero-emission infrastructure  
24 needs in the California Freight Mobility Plan. We're  
25 going to kind of set that one aside and perhaps revisit

1 that at a future meeting, and instead focus on CTC and  
2 CARB's collaborative process to identify the  
3 infrastructure needed to support zero-emission vehicles in  
4 specific freight corridors.

5           So we are going to be hearing about the progress  
6 our two agencies have made in collaboratively developing  
7 the SB 671 assessment. And this assessment, which is  
8 called the clean freight corridor efficiency assessment  
9 will designate specific freight corridors and the  
10 infrastructure needed to support the deployment of medium-  
11 and heavy-duty zero-emission vehicles in those corridors  
12 based on the potential for emissions reductions impacts on  
13 neighboring communities and other factors.

14           So CTC, which has been tasked with leading this  
15 effort, has been a highly collaborative partner with CARB  
16 in engaging stakeholders and compiling the research that's  
17 necessary for this project. So this presentation is a  
18 chance to consider all of the available factors that could  
19 be used to identify needed infrastructure, along with  
20 options for aligning specific funding programs with those  
21 corridor designations.

22           So I will turn it over to staff for the  
23 presentation on this item.

24           (Thereupon a slide presentation).

25           ARB TTD AIR RESOURCES ENGINEER GARRISON: Good

1 afternoon, commissioners and Board members. I am  
2 Katherine Garrison. I work in the Freight Policy Section  
3 in the Transportation and Toxics Division at CARB. I'm an  
4 expert on ZEV infrastructure and thank you for having us  
5 here today.

6 You'll hear a joint update from CARB and CTC on  
7 implementing SB 671. I will touch on the importance of  
8 having a corridor approach and then you'll hear from  
9 Hannah Walter on implementing SB 671.

10 The Legislature and the Governor -- next slide,  
11 please.

12 --o0o--

13 ARB TTD AIR RESOURCES ENGINEER GARRISON:

14 -- recognized the need for a corridor approach to  
15 planning zero-emission infrastructure last year when  
16 signing SB 671 into law. It is important for you to know  
17 that this legislation Requires CTC to coordinate with CAB,  
18 the California Public Utilities Commission, the California  
19 Energy Commission, and the Governor's Office of Business  
20 and Economic Development, GO-Biz.

21 This approach considers the potential for  
22 emission reductions, impact on neighboring communities,  
23 and other factors.

24 Next -- slide 3.

25 --o0o--





1 zero-emission vehicles. SB 671's focus is on heavy-duty  
2 trucks. I want you to realize that the middle two ZEV  
3 targets shown on this slide are captured there.

4 --o0o--

5 ARB TTD AIR RESOURCES ENGINEER GARRISON: Freight  
6 activity. Our programs are housed in many agencies, not  
7 just one agency. When developing planning and documents,  
8 we all work together.

9 Next slide.

10 --o0o--

11 ARB TTD AIR RESOURCES ENGINEER GARRISON:  
12 Policies may include regulatory activity. CARB  
13 has committed through the Scoping and State strategies for  
14 the State Implementation Plans to develop zero-emission  
15 regulations to reduce emissions from transporting freight.  
16 The next three slides touch on regulatory activities to  
17 reduce emissions from trucks.

18 --o0o--

19 ARB TTD AIR RESOURCES ENGINEER GARRISON: Last  
20 week, the CARB Board heard staff's presentation on  
21 Advanced Clean Fleets. This was the first of two Board  
22 meetings that will consider the proposal. The second  
23 Board meeting will be in the spring of 2023. For the  
24 benefit if of the Commissioners, this slide summarizes  
25 this groundbreaking proposal that complements --



1 number of models for each vehicle cost size. I'd like you  
2 to see that a wide variety of configurations is available.

3 Next slide.

4 --o0o--

5 ARB TTD AIR RESOURCES ENGINEER GARRISON: I'd  
6 like you to know we are considering equity at every step  
7 in this transition to ZEVs. ZEVs have to work for  
8 everyone. There should, in fact, be a pathway to  
9 improving transportation, reducing the pollution to  
10 underserved communities and disadvantaged populations.  
11 And in that, fueling infrastructure cannot be a barrier to  
12 truck owners and operators transporting freight. When  
13 building something new, we have the opportunity to do  
14 things differently do them right from the start. That  
15 exists now with ZEV infrastructure. We must keep equity  
16 and accessibility in mind while creating new systems for  
17 fueling.

18 --o0o--

19 ARB TTD AIR RESOURCES ENGINEER GARRISON: I would  
20 like to tell you that in our collaborating with CTC and  
21 other energy and transportation agencies, we each realized  
22 our interdependence and connectedness and how vital it is  
23 that statewide transportation planning consider ZEV  
24 infrastructure. Deploying ZEVs and providing fueling  
25 stations and truck charging hubs require a corridor

1 approach that will reduce the localized pollution impact  
2 to communities.

3 I'd like you to know what we've learned from  
4 Advanced Clean Fleets and Advanced Clean Trucks  
5 development processes that fleets need the following, both  
6 electricity and hydrogen will be relied upon by fleets.  
7 Sometimes the fleet may need both.

8 Equitable access is a priority especially for  
9 small and owner-operator fleets. A public contracted  
10 off-site fueling network that supports fleets with and  
11 without access to their own depot fueling is important.  
12 With the proposed implementation schedule for ACF, we need  
13 a rapid and large-scale deployment plan. Fleets want  
14 assurance that the grid will be able to handle the  
15 increase and sometimes concentrated load, and fueling  
16 standards geared to heavy-duty vehicles in both  
17 electricity and hydrogen are needed to ensure reliable  
18 fueling.

19 Hannah, I'd like you to know how grateful CARB  
20 staff is for you and CTC's staff openness in collaborating  
21 with CARB on this important work.

22 Hannah, please take over.

23 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Thank you,  
24 Katherine and I really appreciate CARB staff. They've  
25 been great to work with. So thank you.

1 CARB BOARD MEMBER BALMES: Why don't you get  
2 closer to the mic.

3 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: I know. I  
4 was just thinking that. Thank you.

5 So my name is Hannah Water. I'm an Associate  
6 Deputy Director with the California Transportation  
7 Commission. And I'll be giving you a brief update on  
8 where we're at with Senate Bill 671.

9 --o0o--

10 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: So first,  
11 I'd just like to note what the assessment is covering.  
12 There are a number of bill requirements which you see  
13 here. And we are gathering information so that we can  
14 talk about these in the report. And essentially what  
15 we're doing is identifying the infrastructure gap. In  
16 other words, based on the amount of zero-emission trucks  
17 that will be on the road as a result of the Advanced Clean  
18 Trucks and Advanced Clean Fleets rule, approximately how  
19 many stations would we need to support those vehicles on a  
20 year by year basis starting in 2024? How much would that  
21 cost and what are the approximate time frames associated  
22 with those stations.

23 We're working with the California Energy  
24 Commission, the Public Utilities Commission, and some  
25 utilities to try -- also with the Army Corps of Engineers

1 who the Commission has a contract with their engineering  
2 research and development center staff to model this  
3 information. And so we're looking not just at the  
4 stations themselves and optimal locations for freight, but  
5 also at what electric infrastructure is needed to support  
6 those stations. So we're working on modeling that all  
7 out, and we plan to include it in the report. And our  
8 goal is that this will be a report that is one State plan  
9 supported by multiple State agencies and also informed by  
10 and supported by industry.

11 Next slide, please.

12 --o0o--

13 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: So equity,  
14 we wanted to just touch on some of the ways that we're  
15 looking at it in the assessment. We're using  
16 CalEnviroScreen 4.0, which has air quality and other  
17 socioeconomic factors to help us identify the top five  
18 freight corridors that we want to focus on related to  
19 diesel pollutants primarily.

20 --o0o--

21 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: We are  
22 also discussing methods to avoid displacement in the  
23 report. Then SB 671 does not have its own funding source.  
24 So right now, there are several possible existing funds  
25 that people can apply for for funding to build stations.

1 One of them is Energy Commission funds. They have 1.4  
2 billion. It's not all for medium- and heavy-duty, but a  
3 lot of it is, 690 million, and some other funds that they  
4 would be eligible for. So there are existing grant  
5 programs out there, but we do not have funding through  
6 this report for projects.

7 Next slide, please.

8 --o0o--

9 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: I wanted  
10 to touch on the National Electric Vehicle Infrastructure  
11 funds, NEVI. It can be confusing about how this fits in.  
12 So this funding program, the formula program specifically,  
13 is being led by Caltrans and the Energy Commission.  
14 California has about 384 million for the first five years.  
15 And that funding is specific to passenger vehicle  
16 infrastructure, but Caltrans staff have said that if they  
17 can meet the goals for those passenger vehicles in the  
18 first five years, then they're open to also using some of  
19 those funds for medium- and heavy-duty vehicles.

20 Next slide, please.

21 --o0o--

22 CTC ASSOCIATE DEPUTY DIRECTOR WALTER:

23 Alternative fuel corridors are federally  
24 designated corridors. And in order to be funded through  
25 NEVI, you have to be along one of these corridors. So



1 Caltrans staff and Commission staff are working together  
2 to make sure that our priority clean freight corridors are  
3 also alternative fuel corridors.

4 Next slide, please.

5 --o0o--

6 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: This is a  
7 look at the state -- like the whole state for the priority  
8 corridors that we identified for Senate Bill 671. And  
9 these are corridors that the work group members have  
10 identified as priorities for freight, and for  
11 electrification, and hydrogen, so for zero-emission  
12 infrastructure.

13 And the next slides --

14 --o0o--

15 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: -- go into  
16 more detail, but I'm just going to ask our --

17 --o0o--

18 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Thank you.  
19 We're going to move through these quickly.

20 --o0o--

21 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: There are  
22 quite a few of the major highways in the State, including  
23 the 710 --

24 --o0o--

25 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: -- and

1 areas down by the border.

2 What I just want to focus in in this slide is  
3 that the draft is due August of 2023 and the final report  
4 is due December 1st, 2023.

5 Next slide, please.

6 --o0o--

7 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: And all I  
8 really wanted to say on this slide is that we really are  
9 leaning on our modeling efforts with our State agencies  
10 and on some input from the Trucking Association, from  
11 different members of industry to try to put together our  
12 cost, time, and infrastructure assessments. And so we're  
13 hoping to identify all of those things as quickly as  
14 possible.

15 Thank you.

16 CARB CHAIR RANDOLPH: All right. Thank you so  
17 much.

18 Okay. We are now ready to hear from the public  
19 on this item. So I will ask the clerks if we have any  
20 public commenters?

21 CARB BOARD CLERK HARRINGTON: Yes. We have one.  
22 Amparo Miramontes.

23 AMPARO MIRAMONTES: Hi. I'm Amparo Miramontes  
24 and thank you for the opportunity to speak. Thank you for  
25 the presentation.

1           Although I think we can all agree that the  
2 reduction of fossil fuel emissions are -- and especially  
3 in the Inland Empire, the by-product of diesel emissions  
4 is literally choking us out. I think there's a concern  
5 that we have as a community. It's with the introduction  
6 of hydrogen as a fuel. And one of those things is it's  
7 lack of efficiency. So if you start out with 100 watts to  
8 go into powering your vehicle, by the time you're done,  
9 it's at 38 watts. So that's 38 percent efficient, where  
10 as electricity is 100 watts to 80. So you do lose a  
11 little bit, but it's far more efficient.

12           And I think the reason we're so concerned is it  
13 the storage of the hydrogen, the movement of the hydrogen  
14 from place to place, and overall the asset life cycle for  
15 hydrogen technology management, the equipment that goes  
16 into that for long-term storage, transportation, and just  
17 like capturing and moving it into the energy that is  
18 required for vehicle use.

19           So I -- we spent a lot of time over the last few  
20 months talking with a speculative company that's looking  
21 at the ports to convert to hydrogen for, you know, long  
22 transportation and/or for moving cargo, and we can't seem  
23 to understand the safety imple -- implementations that  
24 they're -- they're going to be executing to prevent the  
25 community from unwanted exposure or leaks. And with much

1 of this, we haven't seen any of the actual cost analysis  
2 of hydrogen to electrification.

3           So I guess what we're trying to ask is we don't  
4 know how much -- what the balance is between the hydrogen  
5 technology versus the electrification. We'd like to see  
6 more date on that to see what that looks like, and we'd  
7 like to see a cost analysis to see what the long-term  
8 costs from the asset life cycle from cradle to grave for  
9 the hydrogen as well as the electrification uses.

10           So -- and lastly, where these are going, again  
11 it's going into communities that are already -- they're  
12 already overburden with all kinds of toxicity. So we'd  
13 like you to really consider just, if we could, reduce the  
14 amount of hydrogen technology we're integrating, because  
15 by the time it's able to be implemented, we speculate that  
16 electrification will be so far advanced. And the storage  
17 and movement of electricity is far more efficient, and,  
18 you know, we're really, really, really concerned about  
19 what hydrogen storage and the processing will look like.

20           Thank you.

21           CARB BOARD CLERK HARRINGTON: Thank you.

22           That concludes the in-person comments. I'll now  
23 pass it over to Lindsay.

24           CARB BOARD CLERK GARCIA: Thank you. We have two  
25 remote commenters. So we'll from Brian Yanity, Bill

1 Boyce.

2           So Brian, I've activated your microphone. Please  
3 unmute and begin.

4           BRIAN YANITY: Good afternoon, Chair,  
5 commissioners, and Board members. My name is Brian  
6 Yanity. I'm with the intermodal railcar company,  
7 Flexiwaggon America and also serve as Vice Chair of the  
8 City of Fullerton Transportation Circulation Commission.

9           Thank you for this meeting and the opportunity to  
10 speak today. Mode shift of freight movement from truck to  
11 rail needs to be a top priority for the State's climate  
12 and transportation policies. I didn't see any mention of  
13 that. Under alternative fuel corridors, the State needs  
14 to consider electric freight rail corridors.

15           Here is a specific example. The BNSF railway  
16 recently announced their Barstow International gateway  
17 project, a proposed large inland port on the west side of  
18 Barstow, parts of this proposal are plans for short-haul  
19 intermodal freight trains leaving Barstow and the ports of  
20 LA/Long Beach. Short-haul intermodal freight rail in the  
21 region is something myself and many others have supported  
22 for a long time, as it would potentially get thousands of  
23 trucks off Southern California highways each day.

24           This scenario provides an opportunity though for  
25 much needed freight rail electrification in the LA Basin

1 and the Inland Empire with a captive electric locomotive  
2 fleet operating between the ports and Barstow. A 2016  
3 CARB report on freight locomotive stated that about 60  
4 percent of all locomotive diesel fuel energy and resulting  
5 pollution consumed by all freight trains in Southern  
6 California is on the steep grade Cajon Pass segments of  
7 BNSF and Union Pacific between the Inland Empire and  
8 Barstow.

9           The Barstow and high desert area coincidence --  
10 coincidentally is also a major solar power generation hub.  
11 Building an overhead wire electrification system for rail  
12 is expensive, but I can assure it's going to be less  
13 expensive overall than moving the same amount of freight  
14 with electric trucks. This is largely due to the fact  
15 that trains with steel wheels and rails use a small  
16 fraction of the energy needed to move a ton mile of  
17 freight compared to a truck with rubber tires on pavement.

18           Electric rail is vastly more energy efficient  
19 than electric trucks, which is an important consideration  
20 for not overstressing the power grade from electric  
21 transportation. Overhead wire rail electrification is a  
22 proven technology over a century old used successfully by  
23 many freight rail operations around the world. A 50 kV AC  
24 overhead wire would be the most economic and practical way  
25 to power very heavy electric freight trains, such as the

1 15,000 ton plus - I guess, they can get that heavy -  
2 trains that go up Cajon Pass.

3           In this country, the Deseret Power Railway hauls  
4 50 kV electric HEAVY coal trains between Colorado and  
5 Utah. I'm not a big fan of coal myself, but this is a  
6 real working example with heavy electric freight rail you  
7 can look at in this country. They had similar trains in  
8 Arizona and British Columbia. And 50 kV iron ore trains,  
9 40,000 tons have been in operation for South Africa for  
10 decades. And no, hydrogen will not work for heavy freight  
11 trains. I don't have time to get into it.

12           CARB BOARD CLERK GARCIA: Thank you.

13           Bill, I have activated your microphone. Please  
14 unmute and begin.

15           BILL BOYCE: Good afternoon. This is Bill Boyce  
16 with Bill Boyce Consulting, LLC. I work with the major  
17 west coast utilities on the West Coast Clean Transit  
18 Corridor Initiative. I just wanted to let all the  
19 respective boards know that the West Coast Clean Transit  
20 Corridor has been studying electrification of the major  
21 I-5 and east/west corridors on the west coast for Class 8  
22 trucking, and been doing that since 2019.

23           Really wanted to emphasize that what California  
24 is doing on this is really paramount. Getting things  
25 started, early planning on the utility side, and to let

1 you know that Oregon and Washington also part of that with  
2 regards to the important goods movement up and down the  
3 west coast. So just wanted to make sure you all were  
4 aware of the utility cooperation and the fact that what  
5 you're doing is going to have transportability to the  
6 other states with regards to building a network, because  
7 transportation doesn't stop at the State boundaries. It  
8 goes north, south, east, west and we're going to have to  
9 work with everybody to make this really successful.

10 Thank you.

11 CARB BOARD CLERK GARCIA: Thank you.

12 And that concludes the remote commenters for this  
13 item.

14 CARB CHAIR RANDOLPH: All right. Thank you very  
15 much.

16 Okay. Commissioners and Board members.

17 We have Commissioner Norton.

18 CTC COMMISSIONER NORTON: Thank you very much.

19 And I want to thank CTC's Hannah Walter and CARB's  
20 Katherine Garrison for great presentations today, and also  
21 really running some fantastic meetings. I flew up for the  
22 one that you held in Sacramento. It was a really  
23 impressive meeting of the private sector, the public  
24 sector. And people really dug in to talk about how to  
25 meet the goals.



1 I am concerned though that we are being asked to  
2 make some decisions. And I'm happy that we're here with  
3 CARB, because this whole idea of whether EVs are ready, or  
4 where the EV infrastructure is, or where hydrogen  
5 infrastructure is, and whether it's ready. We need your  
6 expertise, because it is really becoming a challenge to  
7 understand and now base billions of dollars of economic  
8 infrastructure investments on people saying this will  
9 work, that will work, and not necessarily having some real  
10 metrics.

11 I would like to suggest also that there is an  
12 opportunity to look at some ways like with hydrogen and  
13 others where there are some new opportunities and new  
14 concepts that are being put forth that could be very  
15 interesting, such as a three inch pipe, the DOE lined pipe  
16 that could potentially go in while we're looking at the  
17 10,000 miles that we're permitting for broadband. There  
18 are ways to do it, but I think it's really incumbent on  
19 us, as CTC and CARB, to come together and talk about where  
20 the playing field is. Because as we're working on the 710  
21 south and a lot of other proposals, people need to  
22 understand what's possible and the -- as we heard from the  
23 industry, they need to understand where the State is going  
24 to back them so that they can move to zero-emission  
25 freight and start really thinking about the kinds of

1 infrastructure they're going to need and fueling options,  
2 so that we can start applying for sufficient money in  
3 IIJA, IRA, and State funds.

4           Can you talk a little bit about your processes  
5 and CEC and CPUC about how you're going to look at  
6 electric, versus hydrogen, versus everything out there in  
7 order to achieve the clean corridors we all hope to see.

8           CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Yes.  
9 Thank you, Commissioner Norton. So just a brief overview  
10 of how we're approaching the quantification of the  
11 infrastructure needed, is that the Army Corps has a model  
12 that takes existing truck routes, short and long haul, and  
13 all different kinds of truck use cases into account, and  
14 then looks at where are ports of entry, land and maritime,  
15 warehouses, distribution centers, and where are the roads  
16 that are the most traveled, and then runs an algorithm to  
17 identify optimal locations for zero-emission stations,  
18 whether Hydrogen or electric.

19           They're working on that now. They have some  
20 really great data. So once we have that and we want that  
21 piece to really be informed by business needs. So from a  
22 business, a fleet perspective, where are these optimal  
23 locations.

24           Then what we're going to do is work with the  
25 Energy Commission and Lawrence Berkeley National Labs, who

1 is their contractor, to associate energy load forecasts  
2 with those locations. And it's a big picture, because in  
3 order to really understand the need, you have to not only  
4 understand what trucks will be using that station, but  
5 what passenger vehicles may be charging around there and  
6 other needs.

7           And then we'll take that and work with Southern  
8 California Edison, and the Utilities Commission to develop  
9 a methodology where they can start doing distribution and  
10 transmissions system planning. And with that, we will  
11 kind of develop rules of thumb about how long on average,  
12 depending on the type of upgrade needed, it will take to  
13 build the electric upgrades needed, and the station, and  
14 the cost.

15           And we're starting to gather that information  
16 now, but we really want to gather support from not only  
17 the various State agencies involved, but the industry, so  
18 that everyone is on the same page. And then we'll look  
19 at -- so what's the -- what's it going to look like in  
20 2024? What do we need in 2024 when these vehicles first  
21 start being mandated.

22           So that's our plan. That's what we're working  
23 on. And we're hoping to have that done as soon as  
24 possible, but definitely by August when the draft is due.

25           That's what that looks like. And I can't

1 remember your other question. Sorry.

2 CTC COMMISSIONER NORTON: I was asking about  
3 hydrogen.

4 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Oh, so the  
5 thing about hydrogen and electric is that, in general, the  
6 thought is that the State doesn't really want to put  
7 businesses in the position of -- we want the market to  
8 decide. So we don't want to be the one to say, it should  
9 be all electric or it should be all hydrogen. We --  
10 there's -- you know, we want business to figure that out  
11 based on their own needs and competition, but we want to  
12 encourage both. And probably what we're thinking in the  
13 report is that we'll run a few different scenarios.

14 So if we assume that a certain percent in one  
15 scenario is hydrogen and another percent is electric,  
16 we'll run a scenario like that, and then we'll run a  
17 different one assuming a different split.

18 CARB CHAIR RANDOLPH: All right. Thank you.  
19 Commissioner Falcon.

20 CTC COMMISSIONER REYES FALCON: Thank you, Chair  
21 and thank you Katherine and Hannah for your presentation  
22 and for the public for their comments.

23 I want to echo my colleague, Commissioner  
24 Norton's comments about how -- how this is so important.  
25 I think that we should have this as a regular item when --

1 when we have these joint meetings, because this -- this  
2 issue I personally hear a lot about, in my region of the  
3 State, in San Diego, it's an area that is highly activated  
4 with -- with truck activity, not only from intrastate  
5 State but also from the border.

6           And I'm interested -- interested in knowing. And  
7 I haven't brought this up, Hannah, but is there -- and,  
8 you know, I really appreciate you know all the attention  
9 that CARB staff and CTC staff has dedicated to the  
10 concerns from the border community, particularly in Otay  
11 Mesa and in Imperial Opportunity.

12           I'm interested in knowing if there's been any  
13 high level conversations from our partners on the other  
14 side of the border, and from our -- our eastern neighbors,  
15 Arizona, Nevada, et cetera. If their companies come and  
16 their freight are paying attention to what our goals and  
17 our requirements are here in California and if their  
18 companies and their freight aren't prepared. And just  
19 really quick, you know, I wanted to provide some con --  
20 some perspective, at least from border community, it is  
21 typical that truck -- truck drivers have to wait six to  
22 eight hours on the border just to cross.

23           And so that provides a lot of anxiety as it is  
24 already. We add to that the potential to have to charge  
25 to 2, 3, 4, whatever hours their trucks. Now, we're

1 getting into a -- you know, a labor issue, where there --  
2 where folks are -- you know, are working in conditions  
3 that -- that, you know, they're dealing with extended  
4 hours.

5           And so I'm just interested in hearing if there's  
6 any high level conversations that are happening just  
7 beyond our State agencies about this, because it is a huge  
8 concern, particularly in the border communities.

9           CARB MSCD ASSISTANT DIVISION CHIEF BEVAN: Hi.  
10 Analisa Bevan. I'm CARB's zero-emission infrastructure  
11 specialist. Thank you for those questions.

12           Yes. We have been speaking with Mexico and in  
13 particular Baja California representatives about the  
14 border crossing Otay Mesa freight corridor. And we're  
15 actually planning a roundtable conversation at a high  
16 level at the end of November to talk about infrastructure  
17 issues, about the transition to zero-emission technologies  
18 for freight.

19           And to the question about the border crossing  
20 wait times, we've been talking with companies that are  
21 looking for solutions, have developed solutions for truck  
22 charging in that kind of environment, in particular  
23 wireless in-ground charging solutions, where all of that  
24 time spent waiting can be spent charging. So this may be  
25 a particularly auspicious place to explore that

1 possibility.

2 CTC COMMISSIONER REYES FALCON: Thank you for  
3 that.

4 One other idea, just throw it out there. So San  
5 Diego is actually looking at the potential for extending  
6 their trolley binationally. So if there's opportunities  
7 to do that and there's already conversations on the  
8 transportation infrastructure side, if we can include  
9 charging opportunities as well on the other side of the  
10 border.

11 Thank you.

12 CARB CHAIR RANDOLPH: All right. Thank you so  
13 much.

14 Board Member Kracov and then Dr. Lyou.

15 CARB BOARD MEMBER KRACOV: Thank you both for the  
16 presentation. It's obviously such an important topic and  
17 I know Analisa Bevan, you know, also is working full time  
18 on this. You know, I hail from the South Coast region and  
19 this issue with the ports out -- to the Inland Empire is  
20 really one of the most important things that -- that I'm  
21 working on and that we're working on in the South Coast.  
22 You know, we're about to pass a rule at CARB, knock on  
23 wood, our Advanced Clean Fleet Rule.

24 It's going to require mandatory retirement at  
25 useful life for all trucks in the drayage registry and

1 mandatory retirement with zero-emission starting in 2024.  
2 You figure there are 20,000 trucks in the drayage  
3 registry. Maybe not all of those are heavy users, so  
4 maybe some of those are going to drop off. But let's say  
5 that, you know, 10 percent of them have to turn over  
6 starting in 2024. Let's say that's 1,500 to 2,000  
7 zero-emission trucks.

8           You know, it's not, you know, that far away.  
9 It's a year and a half away. And they're coming first in  
10 our rule. As we emphasize and discussed, at our last  
11 Board meeting, it has to be done right. So I'm really  
12 excited about, you know, this project and it's a little  
13 overwhelming sitting here, all the things you're talking  
14 about. Army Corps of Engineers models and then working  
15 with the utilities on sort of a micro basis, but of,  
16 course. But of course those are all the things that we're  
17 going to need to do this successfully.

18           And you know, we sit here at CARB and try to do  
19 the best that we can for air quality and climate, and pass  
20 rules that we think make sense, but we're relying on the  
21 Energy Commission, PUC, the private sector, with Cal ISO  
22 managing this through the utilities to sort of get all of  
23 this done. You know, I'm overwhelmed just with the CARB  
24 job, not to mention all that other stuff and being  
25 comfortable and confident in it. So I think this kind of



1 interagency work putting it all together, you know, is  
2 really valuable.

3           You know, that being said, I'm worried about  
4 drayage in 2024. I'm worried about getting it right. I'm  
5 worried about the message it's going to send. I worry  
6 about a lot of the negativity that I hear from folks like  
7 PMSA and frankly the ports, and real or imagined the  
8 perceived, you know, lack of real urgency at the ports to  
9 help us succeed. So I think it's really important for all  
10 of us to work together, the private sector, our other  
11 public sector, regulated entities in trying to figure this  
12 out, you know, really focusing on drayage, but -- you  
13 know, but after all, you know, drayage is all about the  
14 freight corridors.

15           So I'm looking forward to learn more about the  
16 671 process, you know, really hoping that our regulated  
17 entities and our partners, including the ports and the  
18 terminal operators in the South Coast, you know, come to  
19 the table with constructive ideas instead of nasty  
20 editorials, and that we find a way, you know, to work  
21 together on this.

22           So really appreciate this. I also appreciate the  
23 comments of Commissioner Norton and Falcon. I want to  
24 second all the things that they said. You know, in  
25 particular, I think for some of the real heavy-duty

1 operations, long-haul, you know, locomotives, I'm sorry we  
2 cut the fellow out about why hydrogen won't work for  
3 locomotives.

4 (Laughter).

5 CARB BOARD MEMBER KRACOV: I'm interested to find  
6 out. But you ask everybody, you get two different  
7 opinions. Aviation, ships, you know, I think that there's  
8 a case to be made that we really have to study this and  
9 that maybe it's going to be an all-of-the-above approach,  
10 included hydrogen.

11 So Commissioner Norton, you know, mentioned this  
12 idea of we're digging up the streets anyway, are there  
13 certain places and certain corridors where hydrogen  
14 infrastructure may be wise? I don't know, but I think  
15 it's worth studying and I think that if we're going to be  
16 doing this kind of detailed work and planning, that we  
17 have to put these things on the table. Again, it's a  
18 little bit above our pay grade here at CARB. It requires  
19 all these other folks, but that's why they're paying, you  
20 know, you the big bucks to figure this out.

21 So I wanted to second some of the work and  
22 comments of my colleagues, express my interest in this,  
23 and do think that we have to really pay attention to this.  
24 I'm just really looking forward to every quarter, every  
25 six months how are things going at the ports? What are

1 the ports doing? How is Harbor Trucking Association  
2 working with its members on getting the word out about  
3 drayage? How are we at CARB doing in getting the word  
4 out? How is the money flowing? How is it fitting in with  
5 our funding plan we're considering in November?

6           You know, not to mention what PUC, CEC, and  
7 Edison, and DWP are going to be doing. But I see Analisa  
8 Bevan shaking her head. I know she understands this. I  
9 think it's keeping us all up at night, but you do have  
10 partners here. I know we've got a lot of partners in the  
11 other agencies and in the communities on this.

12           And I'm just really hoping that -- that together  
13 we can do it with our 671 assessments leading the way. So  
14 thank you very much.

15           CARB CHAIR RANDOLPH: Thank you.

16           Dr. Lyou.

17           CTC COMMISSIONER LYOU: Yeah. Well, no offense  
18 to Gideon, or Ellen, or any of the other attorneys in the  
19 room, but, you know, whenever I ask 10 attorneys for an  
20 opinion, I get 10 different opinions. If I ask them again  
21 the next day, I get 10 more opinions. So, yeah, everyone  
22 says something different.

23           I want to build on -- on what Board Member Kracov  
24 said in terms of having to do this as really trying to  
25 bring together so many desperate things perfectly, that I

1 do have my doubts. And there's going -- I mean, change is  
2 hard. And this is -- this one is going to be really  
3 tricky tough for a variety of reasons, the technology, the  
4 money, the leadership, the infrastructure, the  
5 requirements and the -- just the practical aspects of it.

6 But I would -- I would really want to drill down  
7 on what it takes for DWP, LA Department of Water of Power  
8 and Southern California Edison to get to the point where  
9 they're actually providing electrons, stub out at least,  
10 to where they need to go to make this system work,  
11 especially with the drayage trucks coming out of the San  
12 Pedro Bay ports, because I heard about how their  
13 decision-making process works and what they need in order  
14 to go and do this, and then their timeline for doing it,  
15 which is measured in increments of multiple years, not  
16 months. And we don't have that time, and sometimes even  
17 decades, to get stuff, electrons, to where they need to  
18 go.

19 And you don't have to be genius to figure out how  
20 much electricity these trucks are going to need. You  
21 know, their batteries are so big, they take so much, and  
22 you need so many megawatts to run a fleet out of the ports  
23 depending on far -- how far that you're expecting them to  
24 go. I mean, it's -- it's calculable and the numbers are  
25 overwhelming, especially when it comes to getting charging

1 stations in at places where they need to be.

2           You know, the Port of Long Beach made an  
3 announcement recently they're doing 30 charging stations  
4 for heavy-duty trucks. Good for them. They know. They  
5 recognize it's nowhere close to what they need, right?  
6 And so I think in the end that that's going to be the  
7 biggest problem that we are going to be dealing with was  
8 getting these charging stations in where they need to be.

9           The rest of it's a problem too, but that -- that  
10 one, because of the timing and because the utilities work  
11 in a way very different from the rest of us, that I would  
12 drill down and focus on that.

13           Thank you.

14           CARB CHAIR RANDOLPH: All right. Thank you.

15           Dr. Balmes.

16           CARB BOARD MEMBER BALMES: Thank you, Chair  
17 Randolph. And I also appreciate what Board Member Kracov  
18 and Dr. Lyou just said and -- as well as Ms. Norton, Ms.  
19 Falcon. I have a specific question though for -- about  
20 CAPTI. So this is like a minor issue compared to the big  
21 macro-issues that have just been discussed.

22           But it's about the Trade Corridor Enhancement  
23 Program, TCEP. I deliberately said the whole name,  
24 because I've been bombarded by abbreviations today. And I  
25 would kind of urge us, when we have public meetings, to

1 not use the abbreviations as much as we do. And that's  
2 for CARB as well as CTC and HCD.

3 CARB BOARD MEMBER KRACOV: You mean, the  
4 California Air Resources Board and the --

5 (Laughter).

6 CARB BOARD MEMBER BALMES: Exactly.

7 (Laughter).

8 CARB BOARD MEMBER BALMES: Exactly, Gideon.

9 But TCEP -- TCEP, you know, has been supporting,  
10 or is supposed to be in my understanding, main streaming  
11 zero-emission vehicle infrastructure. And we've been  
12 talking about charging and a little bit about hydrogen.

13 But I -- CARB, the California Air Resources  
14 Board --

15 (Laughter).

16 CARB BOARD MEMBER BALMES: -- is really pushing  
17 zero-emission vehicles that are fully zero emission as  
18 opposed to low emissions. That's been our policy. I  
19 sometimes have disagreed with it at times, because I would  
20 like to actually get the biggest health bang as possible  
21 in terms of getting rid of diesel.

22 But I just wanted to ask about aligning CARB with  
23 CTC and TCEP, the Trade Corridor Enhancement Program,  
24 because it seems like, and I -- maybe I'm wrong, but that  
25 CTC is -- is funding non-zero-emission vehicle

1 infrastructure, or at least maybe funding is the run wrong  
2 word, but, you know, designing less than zero-emission  
3 vehicle transportation options. And so I just wanted to  
4 clarify whether the -- our two agencies are aligned. And,  
5 you know, I think we should be.

6 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: And thank  
7 you, Dr. Balmes. You're referring specifically to  
8 near-zero infrastructure.

9 CARB BOARD MEMBER BALMES: Right, because  
10 we're -- CARB is like no.

11 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Right.  
12 Well, we did --

13 CARB BOARD MEMBER BALMES: And we shouldn't be --  
14 we sort --

15 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: We did  
16 discuss this with the Air Resources Board, and what the  
17 conclusion we came to for Cycle 3 of the program, which is  
18 coming up, is that the Trade Corridor Enhancement Program  
19 will fund near-zero. However, the evaluation criteria  
20 that gives extra points for projects is specifically  
21 referring to zero-emission vehicle infrastructure.

22 So you could still potentially score higher in  
23 the program if you were building 100 percent zero-emission  
24 infrastructure, but near-zero-emission infrastructure is  
25 eligible and can compete in the Program.

1 CARB BOARD MEMBER BALMES: Yeah. And so I  
2 thought that would be the answer. And, you know, I've  
3 been at somewhat odds with my fellow Board members and  
4 staff about trying to get near-zero. I actually kind of  
5 like low-emission rather than near-zero to get the biggest  
6 public health benefit as possible in terms of getting rid  
7 of diesel. But I've always been told that, well, you  
8 know, if we fund - let's be straight about it - natural  
9 gas vehicles, that infrastructure is going to be there for  
10 the long haul and then we're stuck with it.

11 But also, if we go to low diesel emission  
12 vehicles, we're going to be stuck with those too. I mean,  
13 those vehicles have a long half-life -- or not a  
14 half-life, full life, usable life. So I actually am not  
15 as dogmatic about low emission as some of my fellow Board  
16 members and staff. I was just curious, because it does --  
17 it's better when our agencies are aligned, in terms of our  
18 air quality and climate change goals than not aligned, but  
19 I understand where you may be coming from.

20 CARB CHAIR RANDOLPH: Okay. Thank you.

21 All right. I think -- any other questions or  
22 comments from Board members?

23 Thank you so much for that presentation and we  
24 look forward to the continued work. I know at the staff  
25 level, we'll be working very closely, and just really



1 looking forward to the results of the assessment next  
2 year. And I think it will really help inform all the work  
3 that we are doing together. So thank you very much for  
4 being here.

5 Okay. That was our last agenda item, so now it  
6 is time for wrapping up. And so I will invite CARB's  
7 Executive Officer, Dr. Cliff, to summarize some of the key  
8 themes and next steps that we heard today.

9 CARB EXECUTIVE OFFICER CLIFF: Thank you, Chair  
10 Randolph. Really robust discussion and appreciate the  
11 agenda and discussion that occurred. So I'll just take a  
12 quick moment to summarize some of the key themes that we  
13 heard and then propose some next steps.

14 So as we discussed the CAPTI implementation  
15 throughout the meeting, we heard a robust discussion on  
16 the bigger picture needed to do even more to align  
17 transportation, and housing, and ways to combat climate  
18 change and meet our air quality and public health goals.

19 Many commenters and the joint body expressed  
20 support for CAPTI, but indicated that more was needed  
21 before we conclude the CAPTI action is complete or that we  
22 have achieved our goals. Vehicle miles traveled, or VMT,  
23 is going in the wrong direction and most indicators of VMT  
24 reduction are also moving in the wrong direction too, as  
25 Professor Sperling and others pointed out. And as we look

1 around at the impacts climate change is having on us, we  
2 see that a business-as-usual scenario is no longer viable  
3 in California.

4           The presentation on excess State lands for  
5 housing was really valuable and it's one tool to help spur  
6 housing production in areas that can also reduce auto  
7 dependence. Funding was a focus of many of the comments,  
8 and in particular the need to invest in transit to expand  
9 service, support the transition to zero emissions, improve  
10 safety, and ensure transit is time and cost competitive  
11 with a car, so that it doesn't take 75 or 90 minutes to  
12 get to work on transit.

13           And thank you, Dr. Lugo, for raising safety and  
14 how the experience of safety can vary along racial lines.  
15 Funding for affordable housing is critical as well,  
16 particularly in areas close to transit.

17           I'd like to add that in -- in my former role,  
18 focused specifically on traffic safety, I became alarmed  
19 that pedestrian and bicyclist fatalities have increased  
20 nationally at dramatic rates. In fact, pedestrian  
21 fatalities have grown by more than 50 percent in the past  
22 decade. Safety for those who walk, ride, and roll must be  
23 a priority for us to achieve our goals.

24           As the Chair and other mentioned, the State has  
25 several planning documents that identify potential actions

1 to reduce VMT, improve equitable outcomes, while also  
2 continuing to provide for the mobility of Californians.  
3 Beyond CAPTI, there's the SB 150 report that I mentioned  
4 in my opening, the Sustainable and Equitable Communities  
5 appendix to the Scoping Plan, and the AB 285 final report.

6           And as we think about ongoing work between our  
7 agencies and future meeting topics, I'd like to dive more  
8 deeply into some of the key strategies included in these  
9 documents with a particular eye on funding. One of the  
10 big areas of action identified in all of the documents is  
11 pricing. Pricing takes many forms and it's a lever that  
12 can influence travel demand in ways that reduce congestion  
13 and vehicle miles traveled, while also generating revenue  
14 to invest in sustainable transportation options, like  
15 transit, active transportation, and community mobility  
16 concepts like the one highlighted in the South Bay.

17           And as we think about pricing, of course, we must  
18 approach it with equity in mind. This question Dr.  
19 Pacheco-Werner posed concerning what -- what we must ask  
20 of our transportation system, also to serve workers is an  
21 important one.

22           Regarding freight, we heard about the need to  
23 reduce emissions to impacted communities that are  
24 overburdened by air pollution and the work being done in  
25 response to SB 671 to identify freight corridors that

1 would be priority candidates for deployment of zero  
2 emissions medium- and heavy-duty vehicles. And we had a  
3 great discussion just now about how freight crosses  
4 borders, both between states and binationally and the need  
5 for partnerships with neighbors to make that work  
6 successful.

7           As -- as the CARB Board deliberates on the  
8 Advanced Clean Fleet Regulation to advance a transition to  
9 zero-emission freight, the SB 671 work is an opportunity  
10 to plan the supportive Infrastructure that must be in  
11 place for fueling and charging. Going forward, staff will  
12 also be exploring with Caltrans an opportunity to present  
13 the freight mobility plan at a future joint meeting.

14           And so with these themes in mind, I'm going to  
15 suggest a few next steps. First, I'd like one of the  
16 joint -- the future joint meetings next year to focus on  
17 road pricing, what is needed as well as important  
18 considerations that should be made as State and regional  
19 transportation agencies consider different pricing  
20 mechanisms.

21           Second, I'd like to ask staff of the three  
22 agencies to do some brainstorming on other potential  
23 sources of revenue as proposed by Dr. Lyou. And as part  
24 of that, I'd like to see suggestions for key principles,  
25 perhaps for future legislation, regarding the expenditure

1 of sales tax revenue. As Vice Chair Guardino noted, many  
2 counties have and will continue to raise revenue through  
3 sales tax measures. What we can do to ensure that those  
4 sales tax measures are aligned with climate, air quality,  
5 equity, and mobility goals is going to be really  
6 important.

7           Third, I'd like to suggest that staff from our  
8 agencies think about what can be done to encourage the  
9 adoption of VMT reducing Prohousing policies, as suggested  
10 by Director Velasquez. Are there additional  
11 transportation or other funding programs through which we  
12 can encourage local governments to adopt these policies?

13           Fourth, the question HCD posed in its  
14 presentation of excess State lands for affordable housing  
15 were excellent. And I'd like our staff to explore them  
16 further to identify opportunities for accelerating infill  
17 housing.

18           And then before closing, I'd really like to thank  
19 Caltrans for their flexibility in moving their  
20 presentation to a future meeting. I know we were crunched  
21 a bit for time, so thank you for that. And I'd like to  
22 thank the staffs of -- of the three agencies for  
23 continuing to work together on these issues. I know that  
24 collaboration is very time-consuming and it takes  
25 dedication, diplomacy, and I really appreciate those

1 efforts. So thank you for -- for doing that.

2 That's all I have. Thank you, Madam Chair.

3 CARB CHAIR RANDOLPH: All right. Thank you and  
4 thank you for -- thank you to the Caltrans' staff. I  
5 actually made a little note to myself, oh, thank you so  
6 much for being willing to put that off. So I appreciate  
7 your flexibility.

8 Okay. Vice Chair Guardino, do you have any  
9 closing thoughts?

10 CTC VICE CHAIR GUARDINO: Yes. And I want to  
11 thank my colleague Hilary Norton for texting me something  
12 that with everyone's permission would like to do. I think  
13 a lot of you know that we lost a leader who was truly  
14 larger than life, who served with distinction on  
15 California Transportation Commission for nearly two  
16 decades. He always led with his heart, but never left his  
17 head behind in the decisions he made with taxpayer money.

18 And on September 4th of this year, after a short  
19 battle with cancer, Bob Alvarado left us, but his spirit,  
20 and his legacy, and his impact will always remain. So  
21 with your permission, Chair Randolph, and colleagues, and  
22 members of the public, when we do close today, I'm hoping  
23 we can close in Bob Alvarado's honor and memory.

24 My short comments. Thank you to our three  
25 professional staff teams for making this worthwhile for us

1 as well as the public and the good of our state. To my  
2 colleague, commissioners, and CARB Board members, and  
3 Chair Randolph, and our Executive Director of HCD, this  
4 has been incredibly worthwhile and I'm looking forward to  
5 our joint meeting in April, where we can continue to make  
6 progress.

7 CARB CHAIR RANDOLPH: Thank you.

8 Director Velasquez, do you have any closing  
9 remarks that you would like to make?

10 HCD DIRECTOR VELASQUEZ: Well, Chair Randolph,  
11 Vice Chair Guardino, and all the members of CARB and CTC,  
12 thank you for the continued partnership. Great, great  
13 meeting. Look forward to the future.

14 CARB CHAIR RANDOLPH: All right. Thank you.

15 And I will add my thanks to everyone for this  
16 great discussion. As the State continues with  
17 implementing CAPTI and -- and with implementing our 2022  
18 Scoping Plan update, which we will be tackling in  
19 December, My commitment is to continue to collaborate with  
20 CTC, and HCD, and our other State partners to continue  
21 this work. It is so important that we are continually  
22 talking, continually working together, continually  
23 building solutions for these challenging problems. And I  
24 thank you for all your work and look forward to continuing  
25 to work together with my colleagues.

1           And so thank you on behalf all the commissioners,  
2 Board members, and Director Velasquez, and all the staff.  
3 Thank you to the public for attending and participating in  
4 this meeting.

5           And I -- we will now adjourn -- adjourn the  
6 meeting in the memory of California -- California  
7 Transportation Commissioner Bob Alvarado, who gave so much  
8 to the State of California. So we will adjourn in his  
9 memory and thank you, and have a good evening.

10           (Thereupon the California Air Resources Board,  
11 California Transportation Commission, and  
12 California Department of Housing and Community  
13 Development meeting adjourned at 2:48 p.m.)



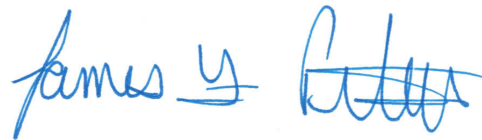
CERTIFICATE OF REPORTER

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 18th day of November, 2022.



JAMES F. PETERS, CSR  
Certified Shorthand Reporter  
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