

JOINT MEETING
STATE OF CALIFORNIA
CALIFORNIA AIR RESOURCES BOARD
AND THE
CALIFORNIA TRANSPORTATION COMMISSION

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A P P E A R A N C E S

CARB BOARD MEMBERS:

Ms. Mary Nichols, Chair

Ms. Sandra Berg, Vice Chair

Hector De La Torre

Mr. John Eisenhut

Senator Dean Florez

Supervisor John Gioia

Ms. Judy Mitchell

Mrs. Barbara Riordan

Supervisor Phil Serna

Dr. Alex Sherriffs

Professor Dan Sperling

CTC COMMISSIONERS:

Ms. Fran Inman, Chair

Mr. James Earp, Vice Chair

Mr. Bob Alvarado

Ms. Yvonne Burke

Ms. Lucy Dunn

Assembly Member Jim Frazier

Mr. James Ghielmetti

Mr. Carl Guardino

Ms. James Madaffer

Ms. Christine Kehoe

A P P E A R A N C E S C O N T I N U E D

CTC COMMISSIONERS:

Mr. Paul Van Konynenburg

Mr. Joseph Tavaglione

CARB STAFF:

Mr. Richard Corey, Executive Officer

Ms. Edie Chang, Deputy Executive Officer

Mr. Kurt Karperos, Deputy Executive Officer

Ms. Ellen Peter, Chief Counsel

Ms. Veronica Eady, Assistant Executive Officer

Ms. Ashley Georgiou, Staff Air Pollution Specialist,
Mobile Source Control Division

CTC STAFF:

Ms. Susan Bransen, Executive Director

Mr. Mitch Weiss, Chief Deputy Director

SPECIAL GUESTS:

Assembly Member Sabrina Cervantes

Mr. Brian Annis, California State Transportation Agency
Secretary

ALSO PRESENT:

Mr. Matthew Baker, Planning and Conservation League

Mr. Will Barrett, American Lung Association

Mr. Steve Birdlebough, Sonoma County Transportation and
Land-Use Coalition

A P P E A R A N C E S C O N T I N U E D

ALSO PRESENT:

Ms. Grecia Elenes, Leadership Counsel for Justice and Accountability

Mr. Joel Espino, The Greenlining Institute

Ms. Chanell Fletcher, Climate Plan

Mr. Brett Garret, Campaign for Sustainable Transportation

Mr. Bruce Griesenbeck, Sacramento Area Council of Governments

Mr. Kevin Hall, Valley Climate

Mr. Kevin Hamilton, Central California Asthma Collaborative

Mr. Bill Higgins, California Association of Councils of Governments

Mr. Joe Jordan

Mr. Ryan Kenny, Clean Energy

Ms. Linda Khamoushian, California Bicycle Coalition

Ms. Bryn Lindblad, Climate Resolve

Mr. Rick Longinotti, Campaign for Sustainable Transportation

Mr. Bill Magavern, Coalition for Clean Air

Mr. Richard Marcantonio, Public Advocates

Ms. Rosa Park, Stanislaus Council of Governments

Ms. Yolanda Park, Catholic Charities Diocese of Stockton

Mr. Robert Phipps, Fresno Council of Governments

Ms. Erika Rincon, Policy Link

Ms. Esther Postiglione, California Walks

A P P E A R A N C E S C O N T I N U E D

ALSO PRESENT:

Mr. Carter Rubin, Natural Resources Defense Council

Mr. Mike Saint, Campaign for Sensible Transportation

Mr. Jared Sanchez, CalBike

Ms. Ella Wise, Climate Plan

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1 P R O C E E D I N G S

2 ARB CHAIR NICHOLS: Welcome to the first meeting
3 of the newly merged ARB and CTC. Welcome to the first
4 joint meeting of the California Air Resources Board, and
5 the California Transportation Commission.

6 Is our sound system working?

7 Do people need to turn their microphones off, if
8 they're not speaking. Is that going to be important?

9 Well, the noise went away. Okay. Terrific.

10 Welcome, everybody. And we're going to get
11 started in just a second. It's our custom at ARB when we
12 begin our Board meetings to start by saying the Pledge of
13 Allegiance to the flag. So I would appreciate it if all
14 of you would join me in standing and face the flag.

15 (Thereupon the Pledge of Allegiance was
16 recited in unison.)

17 ARB CHAIR NICHOLS: I understand that we have a
18 member of the Transportation Commission who could possibly
19 lead us in a song, but we're --

20 (Laughter.)

21 ARB CHAIR NICHOLS: -- but we're -- but we're not
22 going to do that.

23 But next time, Ms. Dunn, we will call on you.

24 All right. Let's begin with a roll call, first,
25 for the CARB members, and then we'll turn it over to the

1 Chair of the California Transportation Commission to call
2 the roll of the Transportation Commission.

3 So clerk of the Air Resources Board please call
4 the roll.

5 ARB BOARD CLERK REYNOLDS: Dr. Balmes?

6 Mr. De La Torre?

7 Mr. Eisenhut?

8 ARB BOARD MEMBER EISENHUT: Here.

9 ARB BOARD CLERK REYNOLDS: Senator Florez?
10 Assembly Member Garcia?

11 Supervisor Gioia?

12 ARB BOARD MEMBER GIOIA: Here.

13 ARB BOARD CLERK REYNOLDS: Senator Lara?
14 Ms. Mitchell?

15 ARB BOARD MEMBER MITCHELL: Here.

16 ARB BOARD CLERK REYNOLDS: Mrs. Riordan?

17 ARB BOARD MEMBER RIORDAN: Here.

18 ARB BOARD CLERK REYNOLDS: Supervisor Roberts?
19 Supervisor Serna?

20 ARB BOARD MEMBER SERNA: Here.

21 ARB BOARD CLERK REYNOLDS: Dr. Sherriffs?

22 ARB BOARD MEMBER SHERRIFFS: Here.

23 ARB BOARD CLERK REYNOLDS: Professor Sperling?

24 ARB BOARD MEMBER SPERLING: Here.

25 ARB BOARD CLERK REYNOLDS: Vice Chair Berg?

1 Chair Nichols?

2 ARB CHAIR NICHOLS: Here.

3 ARB BOARD CLERK REYNOLDS: Madam Chair, we have a
4 quorum.

5 ARB CHAIR NICHOLS: Thank you.

6 Then Chair Inman, would you please go ahead and
7 do the roll call for your Commissioners.

8 CTC CHAIR INMAN: Okay. So I am going to call
9 the roll for our Commission.

10 So Commissioner Alvarado?

11 CTC COMMISSIONER ALVARADO: Yes.

12 CTC CHAIR INMAN: Commissioner Burke?

13 CTC COMMISSIONER BURKE: Here.

14 CTC CHAIR INMAN: Commissioner Dunn?

15 CTC COMMISSIONER DUNN: Here.

16 CTC CHAIR INMAN: Commissioner Earp?

17 CTC VICE CHAIR EARP: Here.

18 CTC CHAIR INMAN: Commissioner Ghielmetti?

19 CTC COMMISSIONER GHIELMETTI: Present.

20 CTC CHAIR INMAN: Commissioner Guardino?

21 CTC COMMISSIONER GUARDINO: Present.

22 CTC CHAIR INMAN: Commissioner Inman is here
23 Commissioner Kehoe?

24 CTC COMMISSIONER KEHOE: Here.

25 CTC CHAIR INMAN: Commissioner Madaffer?

1 CTC COMMISSIONER MADAFFER: Here.

2 CTC CHAIR INMAN: Commissioner Tavaglione?

3 CTC COMMISSIONER TAVAGLIONE: Here.

4 CTC CHAIR INMAN: And Commissioner Van

5 Konynenburg? In inn

6 CTC COMMISSIONER VAN KONYNENBURG: Here.

7 CTC CHAIR INMAN: And ex officio member --

8 ASSEMBLY MEMBER FRAZIER: Here.

9 CTC CHAIR INMAN: -- Assembly Member Frazier?

10 And I don't see Senator Beall, but I'll call his
11 name. I think he's joining us in a bit so we have a
12 quorum.

13 ARB CHAIR NICHOLS: Thank you very much. We've
14 just been joined by Board Member De La Torre. So I have a
15 couple of announcements to make before we begin the
16 meeting.

17 First of all, in this building, we are asked to
18 make sure that everyone notices the emergency exits that
19 are to the rear of the room. And in the event of a fire
20 alarm, we're required to evacuate this room immediately
21 and go down stairs and out of the building until the
22 all-clear signal is given, when we will return to the
23 hearing room and resume this joint meeting.

24 If anyone wishes to testify today, we ask that
25 they fill out a request-to-speak card. And they are

1 available, I believe just outside this room. And if they
2 would return it to a Board Assistant or the Clerk of the
3 Board, we would appreciate that. Is there someone here
4 who can wave their hand to indicate where this should be
5 turned in -- in the back of the -- I call that the back of
6 the room -- okay -- over here. If there's anybody, either
7 here or in the overflow room where I know there are also
8 people sitting and watching. I'm really gratified by the
9 attendance here today, and the level of interest in this
10 event.

11 We will be imposing our usually three-minute time
12 limit on speakers. And we appreciate if people will
13 summarize their remarks and not read, if they have written
14 remarks. So this is the first, as far as we know, ever
15 meeting of the Air Resources Board and the Transportation
16 Commission as one group. Chapter 737 of Assembly Bill 179
17 charged our two boards with conducting joint meetings at
18 least twice per calendar year to allow for and encourage
19 close coordination and collaboration of our transportation
20 policies and programs, including, but not limited to,
21 implementation of the Sustainable Freight Action Plan,
22 development of the California Transportation Plan update,
23 and setting of Sustainable Communities Strategies
24 greenhouse gas emissions reduction targets.

25 These meetings are a new procedure for us. And

1 it's an opportunity for us to make progress that I know
2 has already been underway at the staff level. But as an
3 opportunity for all of these Commissioner, appointees,
4 elected officials to be together.

5 Obviously, we've got a lot of valuable people --
6 people's time here, and we want to make sure that these
7 meetings are as useful as possible for those around the
8 table, as well as for the public.

9 And really this supports a desire to have
10 transportation planning be more closely aligned with other
11 agency goals that I know we share, including addressing
12 air quality, health, equity, and climate change.

13 Having joint meetings presents an opportunity for
14 both of our agencies to better understand our mutual goals
15 and areas of interest, as well as the challenges that
16 we're facing to learn more about how each other's
17 proceedings work and to see how collectively we can work
18 to overcome some of the barriers that we've encountered in
19 the past to making our communities as healthy as possible.

20 We know that more needs to be done to make
21 transportation reliable, and to reduce vehicle miles
22 traveled across the state. And both of our agencies have
23 responsibilities to make sure that this happens in order
24 to meet the collective goals.

25 Technology, like zero-emission vehicles, will

1 carry us far, but it will not be enough to get us to where
2 we need to go. So it's going to be a time when we're
3 looking for new and creative strategies to be put in place
4 in order to address the increasing pressures on our
5 transportation systems.

6 I would now like to invite my colleague, the
7 other Chair at the table here, to say a few additional
8 opening remarks.

9 CTC CHAIR INMAN: Thank you, Mary. I'm delighted
10 to be here. Fran Inman, Chair of the Commission. And we
11 started our day with a hearing this morning, so this is a
12 great opportunity for us this afternoon. We're fresh off
13 of talking about our partnerships, and our system of
14 systems. And so delighted -- also delighted with the
15 robust turn-out here today. And I think it's a wonderful
16 opportunity for us to engage.

17 So we're going to go through and have an agenda
18 and overview, but I think it really is important for us to
19 listen and learn, and realize that we really are looking
20 at comprehensive -- we had Ben Metcalf from Housing at our
21 hearing this morning, and had a very robust discussion
22 about the housing challenges in California, and how that
23 relates to the transportation solutions that are before
24 all of us.

25 So delighted to be here on behalf of our team and

1 our Board, and look forward to getting to work.

2 Thank you, Chair Nichols.

3 ARB CHAIR NICHOLS: Great. AB 179, as I
4 mentioned before, which requires us to get together
5 recognized that there's a shift that has to happen in how
6 the state as a whole thinks about our transportation
7 systems, and the changes that are needed in the planning
8 processes that we both use to reach our mutual goals. We
9 have invited Assembly Member Cervantes, the author of the
10 legislation, here today to give us an overview of the
11 legislation including its purpose and the rationale behind
12 the bill. Her perspective and vision for this joint
13 meeting is something that we certainly want to hear more
14 about. So, if we could.

15 ASSEMBLY MEMBER CERVANTES: Thank you, Chair
16 Nichols and to everyone here today for allowing me to join
17 you in our first joint meeting between the California
18 Transportation Commission and the California Air Resources
19 Board.

20 You know when I first introduced AB 179, the idea
21 was to foster a collaborative partnership between these
22 two synergistic entities. As we know, you're both tasked
23 really with the charge of leading in our State's future
24 goals and economic and environmental trajectory. And so,
25 you know, as we talk about climate change, and how it's

1 altering our world and the serious threats that it has in
2 our communities across the state, we must continue to lean
3 in and lead in the clean energy in the transportation
4 revolution.

5 Now, we also must believe that investment in our
6 disadvantaged communities will change the marketplace, and
7 serve as a reflection of our environmental values as
8 Californians. Our State legislative directive reflects --
9 actually, requires us to use, you know, efficient mobility
10 and also clean air. We have to make sure these two
11 coexist. And so as we look at real and measurable
12 improvements across our state. I think this is important
13 to keep in mind.

14 Just touching based on SB 1, as you all know, I
15 supported. And as we touch on this issue within the
16 district, you know, this is important to make sure that my
17 constituents are getting from home into work and back home
18 safely, and that we also reduce our environmental
19 footprint. And this is going to be critical when we
20 address climate change and pollution.

21 Now, the Inland empire is known to have adverse
22 health effects. And so we talk about air pollution within
23 my district. The IE has transportation and commuter ports
24 that are coming through our freeways and our communities
25 every single day at high numbers. And one of the

1 co-benefits of SB 1, I believe, was connecting
2 transportation and the need for clean air.

3 And you can see that through one of the projects,
4 through the congested corridor improvement project. In
5 one of the areas in my district, the State Route 71 and 91
6 is a prime example of where critical, economic, and
7 transportation links exist within four counties: Orange
8 County, Riverside County, San Bernardino and L.A. County.
9 And I've been an advocate from the very beginning to
10 address the modernization of the 71/91 project.

11 Now, let's also touch on the great separation
12 projects that are so important to our goods movement and
13 to reduce idling in addressing our increased capacity for
14 public transit. These are just some areas that we touch
15 on when we talk about SB 1. But I do also want to
16 recognize ARB's efforts when it comes to cap and trade,
17 and using funds to modernize our locomotive fleets for
18 commuter rail.

19 We know that there is BART in the Bay Area, as
20 well as Caltrans -- or Caltrain rather. So where does
21 Southern California fall in this? You know, I only hope
22 that we are able to build a clean regional transportation
23 model within my lifetime in Southern California. And, you
24 know, I think that we need to continue to find
25 opportunities to invest in transportation infrastructure,

1 while at the same time delivering on economic and
2 environmental benefits for all Californians, because
3 that's what Californians deserve.

4 Let me also note that the CTC and ARB are in a
5 very unique position to invest in advanced technologies,
6 as Chair Nichols did mention just a moment ago. Plans for
7 a clean air transportation model will soon emerge, and
8 California needs to be at the forefront of that. We need
9 to continual leading in those efforts.

10 So planning statewide on recharging -- policies
11 on recharging or addressing consumer ZEVs concerns. We
12 need to do this and not isolated. You know, right now, we
13 could focus on policies in isolated realms. We need to
14 make sure that we start merging our goals together in
15 addressing some of these critical policy issues, not in
16 separate silos.

17 So with the goal of implementing a zero-emission
18 action plan comes the need for even more forward thinking
19 than we've done before.

20 So just to touch on some of the zero-emission
21 vehicles. You know, we know that there's going to be --
22 the market estimates a cost parity not to carbon vehicles
23 by 2025. Now, you all are tasked with the hard job of
24 making that a reality, and we know that. The deployment
25 of ZEVs and our technology gains must meet market

1 traction, as well as zero-emission vehicles for medium-
2 and heavy-duty vehicles by 30 -- by 2030. That must also
3 reach market traction.

4 So I find it necessary to highlight these
5 specific issues related to ZEV -- related to ZEV
6 deployment. Why is that?

7 You know, every Californian right now can't
8 afford a zero-emission vehicle. And certainly we want
9 that to be the case, where middle-income families and
10 low-income families can purchase a zero-emission vehicle.
11 And so we can make that happen. We can make that a
12 reality. That could be more accessible.

13 And I think that it's important for these two
14 bodies to consider policies -- policy proposals in order
15 to make that a reality.

16 Now, just to close, you know, I truly appreciate
17 and want to acknowledge the work that you both have done
18 to capitalize on our goals -- our statewide goals. Now, I
19 think that this is an other opportunity to work together
20 in a collaborative approach where we can actually utilize
21 the tools that are at our disposal. We have ARB that
22 recently was down in our area, neck of the woods in
23 Riverside. We have so much capacity to continue growing
24 in inland Southern California, and I just hope that we can
25 continue to use our resources and intellectual capacity to

1 meet our statewide goals.

2 And I appreciate all the hard work that you've
3 done this far. Just know that I want to be a partner and
4 a resource to you, whatever you would need from your
5 legislators. I want to make sure that we are in this
6 together. So thank you.

7 ARB CHAIR NICHOLS: Thank you very much. Chair
8 Inman and I collectively have been at this for probably
9 more years than either one of us would care to
10 acknowledge, and are both Southern Californians, so we
11 share a lot of your interest and concerns as well.

12 In order to further the efforts at collaboration,
13 we're going to hear from the staff's of our two agencies
14 about their missions and programs, how they actually work,
15 and to give us a more in-depth understanding of what is
16 possible.

17 But before we do that, I would like to
18 acknowledge the presence of the Secretary of the State
19 Transportation Agency, Brian Annis. And, Brian, if you
20 would like to say a few words to us, we would appreciate
21 hearing from you.

22 The red light should come on.

23 (Laughter.)

24 STATE TRANSPORTATION AGENCY SECRETARY ANNIS:

25 There we go. That's Silicon Valley technology.

1 CTC COMMISSIONER GUARDINO: There we go. That's
2 Silicon Valley technology.

3 STATE TRANSPORTATION AGENCY SECRETARY ANNIS:

4 There you go. I have my IT guy with me here.

5 (Laughter.)

6 ARB CHAIR NICHOLS: Thank you.

7 STATE TRANSPORTATION AGENCY SECRETARY ANNIS:

8 Thanks a lot. I really appreciate the chance to
9 just briefly say hello. And I've had the opportunity, my
10 work as Undersecretary, to work a lot with the ARB staff
11 on a lot of things, and really appreciated that
12 opportunity over time, and as well the CTC. So I really
13 am excited about this opportunity, because we have been
14 transforming in many ways with the way we work with our
15 Transportation Agency and our CTC. A lot more
16 responsibility actually has been coming to the CTC. And
17 part of that is with SB 1.

18 So some of the plans that used to just be at the
19 Caltrans side or at the Agency now go through the CTC for
20 initial guidance on what we need to include in some of
21 these plans. And then, in some cases, there's approval of
22 those plans at the CTC. So we have this increased
23 coordination role, both within Agency and in our
24 Transportation Commission, but also with the Air Resources
25 Board.

1 And the subtext, which has been mentioned here
2 too is we really, for this administration, did our -- one
3 of our key goals was to stabilize and increase
4 transportation funding. Of Course, that was done last
5 year with Senate Bill 1. And that's very key for us.

6 And one of the things that we really worked on
7 with input from a lot of the ARB staff over time, was --
8 you know, what is transportation investment in the climate
9 era when we need to be cognizant and reduce greenhouse
10 gases. And I think that resulted in a transportation
11 funding plan with SB 1 that's very focused on fix-it first
12 investments to maintain what we have. It has a very high
13 transit-only component to make sure that important area
14 gets invested in.

15 And then with our multi-modal program, it looks
16 at increased coordination. Of course, with some of our
17 big congestion programs, we have a requirement that for
18 NPOs, those projects be in a region that are approved to
19 meet the targets set by the Air Board for the Sustainable
20 Communities Strategies.

21 So we're excited about that investment strategy
22 we've put together. And I think this forum, which will be
23 going forward in the future into the next administration,
24 really has a lot of opportunities to achieve that
25 coordinated response that will, I think on both sides,

1 create more effectiveness and better outcomes from
2 investment. So thank you for the opportunity to say
3 hello.

4 ARB CHAIR NICHOLS: Thank you.

5 You're welcome to stay.

6 STATE TRANSPORTATION AGENCY SECRETARY ANNIS: All
7 right.

8 (Laughter.)

9 ARB CHAIR NICHOLS: So the next item on the
10 agenda is the presentations from the two executive leaders
11 of our organizations. I'm not sure if they flipped a
12 coin, but Richard Corey is going to begin with a
13 presentation on CARB's organization, mission, program.
14 And then following him we will hear from Susan Bransen,
15 the Executive Director of the CTC.

16 So, Richard.

17 (Thereupon an overhead presentation was
18 Presented as follows.)

19 ARB EXECUTIVE OFFICER COREY: All right. Thanks,
20 Chair Nichols.

21 And good afternoon. And we are equally excited
22 as well about this inaugural meeting, and really what's to
23 follow.

24 It's already elevated our respective coordination
25 efforts. I'm using my touchpoint as I now am speaking

1 weekly with Susan Bransen.

2 (Laughter.)

3 ARB EXECUTIVE OFFICER COREY: And we really do
4 look forward to building a strong partnership with the
5 Commission and the staff.

6 And in this presentation, I'm going to provide a
7 short overview of CARB's history, mission, and
8 organizational structure, some key air quality and climate
9 successes, and some priorities. I think you'll find it
10 useful context for the conversations that follow over the
11 course of the day, and months, and years to follow.

12 So now for some CARB history.

13 --o0o--

14 ARB EXECUTIVE OFFICER COREY: California has been
15 leading efforts to reduce air pollutants across the state
16 for well over 50 years. And Dr. Arie Haagen-Smit
17 discovered the nature and causes of photochemical smog.
18 His work became the foundation upon which today's air
19 pollution regulations are based.

20 To set the stage, California had the worst air
21 quality in the country, which had drastic impacts on
22 public health. And the public and political leadership
23 demanded action.

24 In 1967, then Governor Ronald Reagan signed the
25 Mulford-Carrell Air Resources Act that created CARB to

1 address the State's air quality problems. The Federal Air
2 Quality Act, a forebearer of the Clean Air Act, which
3 followed, included giving California unique authority to
4 establish clean motor vehicle standards to address our
5 extreme air quality issues.

6 --o0o--

7 ARB EXECUTIVE OFFICER COREY: Our mission is to
8 set the state's air quality standards at levels that
9 protect those greatest at risk, children older adults, and
10 people with lung and heart disease, identify pollutants
11 that pose the greatest health risks, measure our progress
12 in reducing pollutants, certify motor vehicle emission
13 control systems, and test for compliance, research the
14 causes and effects of air pollution, study the costs and
15 benefits of pollution controls, and lead California's
16 efforts to reduce climate change changing emissions.

17 Our Board consists of 16 members. Twelve Board
18 members are appointed by the Governor and confirmed by the
19 State Senate and represent local air districts, experts in
20 the fields of engineering, medicine, agriculture and law
21 and public members. The Chair serves as the only
22 full-time member. There are two legislative appointees
23 focused on environmental justice issues, and we have two
24 legislators that are non-voting ex officio members.

25 The work of the Board is supported by a diverse

1 team of scientists, engineers, economists, lawyers, and
2 policymakers, who collaboratively make up the world's most
3 respected environmental air quality agency.

4 The Board coordinates its efforts with the U.S.
5 EPA and air districts who have complementary air quality
6 roles.

7 --o0o--

8 ARB EXECUTIVE OFFICER COREY: Along with our air
9 quality partner agencies, industry, and environmental
10 stakeholders, California has made exceptional progress on
11 improving air quality while the number of cars and trucks
12 on the road grew dramatically. As a result of our
13 programs, ozone levels in the Los Angeles area have
14 dropped roughly one-third of their 1960 levels.
15 One-third.

16 In the 1990s, health studies revealed that fine
17 particulates are responsible for most of the premature
18 deaths associated with air pollution. Thanks to
19 innovative air pollution controls, annual PM2.5
20 concentrations in Los Angeles have decreased to about
21 one-fifth of the their 1960 levels. And we've seen
22 similar reductions in the valley and elsewhere.

23 --o0o--

24 ARB EXECUTIVE OFFICER COREY: Despite our
25 tremendous success, many areas of the state continue to

1 suffer from poor air quality. Thus, as we look forward,
2 we're building on our successes while strengthening the
3 partnerships to support the planning and innovation needed
4 to ensure all Californians have healthy air to breathe.

5 --o0o--

6 ARB EXECUTIVE OFFICER COREY: Our transportation
7 strategy consists of regulatory and incentive-based
8 policies to support the transition to clean cars, trucks,
9 buses, and fuels. Later this year, our Board will
10 consider regulatory concepts to support the continued
11 transition to zero-emission transportation. We're also
12 taking steps to support the EV charging infrastructure
13 needed to charge millions of zero-emission vehicles. This
14 includes implementation of the Volkswagen Zero-Emission
15 Vehicle Investment Plan, as well as working with the PUC,
16 CEC, utilities, and businesses on infrastructure
17 investments.

18 We're expanding our outreach and education for
19 ZEV buyers. Additionally, we continue to conduct testing
20 to identify and enforce against those that don't play by
21 the rules.

22 We plan to strengthen the Low Carbon Fuel
23 Standard Program later this year, which continues to
24 support the production and use of clean low carbon fuels.

25 --o0o--

1 ARB EXECUTIVE OFFICER COREY: Communities
2 adjacent to busy freight corridors can be particularly
3 burdened with air pollution. This is especially true of
4 neighborhoods sandwiched between freeways, ports, and
5 railyards.

6 In 2017, the legislature passed two key pieces of
7 legislation that will define our work for many years, AB
8 398 and AB 617. AB 398 extends the Cap-and-Trade Program
9 to 2030, and designates it as an important and necessary
10 part of California's post-2020 GHG reduction efforts. AB
11 617 recognizes that while California has seen tremendous
12 improvement in air quality, not all communities have
13 benefited equally from these efforts.

14 The bill focuses on working with communities, air
15 districts, industry, and others to take action to reduce
16 emissions and exposure in the State's most impacted
17 communities.

18 To further reduce the health impacts from the
19 freight sector, staff is developing regulatory proposals
20 focused on transitioning cargo handling equipment and
21 commercial harbor craft sectors to zero and near-zero
22 technologies. We're working to develop a freight handbook
23 to encourage the use of the cleanest available engine and
24 equipment technologies at freight facilities. And our
25 team is developing strategies to further reduce emissions

1 of toxic metals, including the evaluation of potential
2 amendments to the chrome plating control measure.

3 --o0o--

4 ARB EXECUTIVE OFFICER COREY: This slide
5 identifies several actions in the 2017 update to the
6 scoping plan. It underscores the collaborative nature of
7 the efforts, as well as some of the near-term deadlines.

8 --o0o--

9 ARB EXECUTIVE OFFICER COREY: And with that, I
10 conclude my remarks, Chair.

11 ARB CHAIR NICHOLS: Thank you. Why don't we go
12 ahead and hear from the CTC. I know that's also a brief
13 presentation. And then I'd like to give the members of
14 the two commissions an opportunity to ask any questions
15 that they might have.

16 (Thereupon an overhead presentation was
17 presented as follows.)

18 CTC EXECUTIVE DIRECTOR BRANSEN: Board members
19 and Commissioners, it's a pleasure to be here today. I am
20 Susan Bransen the Executive Director of the Commission.
21 And I am looking forward to these meetings. Just to have
22 this opportunity to collaborate together is a wonderful
23 opportunity. And I wanted to take, in my opening remarks,
24 just the opportunity to thank the Board for allowing their
25 staff to have worked with us as staff over the years on --

1 in the development of regional transportation
2 guidelines -- plan guidelines that really inform the
3 development of Sustainable Communities Strategies
4 following AB 32 and SB 375, and most recently, upon the
5 completion of the first round of SCSs that were adopted
6 and finalized subsequent to SB 375, the bill passing.

7 And also in our recent programs that we've moved
8 forward to adopt transportation funding, programs under
9 Senate Bill 1, and also in preparing for this meeting. So
10 today, I am really going to provide and focused on just
11 giving you information on the Commission to set the ground
12 work as we continue collaborating over the next into the
13 future

14 --o0o--

15 CTC EXECUTIVE DIRECTOR BRANSEN: So this first
16 slide, the Commission was established in 1978. And it was
17 established out of a growing concern for a single unified
18 California transportation policy. It replaced and assumed
19 responsibilities of four independent bodies: The
20 California Highway Commission, the State Transportation
21 Board, the State Aeronautics Board, and the California
22 Toll Bridge Authorities.

23 And just this picture is interesting, it --
24 Governor Brown, he actually was the Governor at the time
25 the Commission was formed and attended the very first

1 meeting of the Commission.

2 --o0o--

3 CTC EXECUTIVE DIRECTOR BRANSEN: The Commission
4 has 11 voting Commissioners, and two ex officio
5 Commissioners. Nine of the voting Commissioners are
6 appointed by the Governor, one is appointed by the Senate,
7 and the other is appointed by the Assembly Speaker. The
8 voting -- the Senate -- it's actually the Senate Rules
9 Committee. And the two ex officio non-voting members are
10 appointed one each from the Senate and the Assembly.
11 Usually, they are the Chairs of the Transportation Policy
12 Committees in each house. And by law, each member must
13 represent the State at large.

14 The Commission meets every five to six weeks in
15 the urban centers in the State, and it does meet twice a
16 year in the rural areas of the State through town hall
17 meetings.

18 --o0o--

19 CTC EXECUTIVE DIRECTOR BRANSEN: This is the
20 mission statement of the Commission that was adopted in
21 May 2010. And the Commission, through its adopted mission
22 statement, has made it clear that it is dedicated to
23 ensuring a safe, financially sustainable, world class
24 multi-modal transportation systems. A system that,
25 through the efficient movement of people and goods,

1 to transportation projects, and allocates funds to
2 transportation projects for improvements throughout
3 California.

4 The Commission has many more responsibilities,
5 approving toll facilities, and more. To put it in
6 context, the Commission started its first day of a two-day
7 meeting, and has over 140 agenda items consider. So the
8 picture of this slide is a picture of all of the
9 Commission staff that support the Commission.

10 --o0o--

11 CTC EXECUTIVE DIRECTOR BRANSEN: This slide I
12 really wanted to share with you the overarching process
13 that the Commission follows in conducting its work to
14 commit funding to projects. Everything the Commission
15 does is done transparently with great outreach and great
16 loads of partnership.

17 Really, the Commission what it does adopts
18 guidelines that form the basis for project selection,
19 administration reporting, and accountability through a
20 very open and robust process again. The projects that the
21 Commission funds must be in an adopted Regional
22 Transportation Plan. The projects that the Commission
23 funds must be nominated by the State, normally Caltrans,
24 regions, local agencies, or other eligible applicant.

25 The Commission does not have a role in nominating

1 projects for funding or suggesting projects to be
2 nominated. The Commission has no regulatory or authority
3 to mandate the projects that will be included in a
4 Regional Transportation Plan, and brought forward to the
5 Commission for funding. Evaluation criteria and
6 performance metrics are used to evaluate projects
7 nominated for funding.

8 And the projects funded by the Commission are
9 those projects necessary to implement the Regional
10 Transportation Plans, and for MPOs the Sustainable
11 Communities Strategies, including land use, housing, and
12 transportation strategies that, if implemented, would
13 allow the region to meet its greenhouse gas emission
14 reduction targets.

15 Recipients of transportation funding are held
16 accountable through adopted accountability guidelines, and
17 ongoing reporting for carrying out their promises related to
18 scope, cost, schedule, and performance of the projects.

19 --o0o--

20 CTC EXECUTIVE DIRECTOR BRANSEN: This slide shows
21 the recent programs that were included and funded through
22 Senate Bill 1. But before I -- we go into that, I just
23 wanted to let you know that in 2016 the Commission had
24 advised the legislature in their role for advising for
25 more than a decade on the shortfall in transportation

1 funding.

2 And the reality was in 2016, the Commission was
3 forced to de-program hundreds of projects, remove
4 committed funding from hundreds of projects across the
5 state, because we had a \$1.5 billion funding shortfall in
6 transportation funding to take care of projects that we
7 had previously committed funding to.

8 And in 2016, not a single New project was added
9 over a five-year period for the State Transportation
10 Improvement Program.

11 So thankfully, the Governor and the legislature
12 enacted Senate Bill 1 in April of 2017. This bill
13 raises -- the funding provided through Senate Bill 1
14 raises over five billion annually. It's really directed
15 at -- divided between local and State transportation
16 priorities. And it does present a multi-modal
17 comprehensive approach to California's transportation
18 program.

19 More than \$4.4 billion of this funding does fall
20 under the California Transportation Commission annually.
21 When you look at this slide, you'll see that there are
22 other programs. A bulk -- a very large program relative
23 to transit does not fall under the California
24 Transportation Commission.

25 So following the -- this bill, the Commission

1 moved quickly and called for and invited all the State
2 agencies, our partners, including Air Resources Board,
3 and, you know, our regional partners, MPOs, as well as the
4 environmental community, social equity, and building, and
5 industry, and others to really meet as a kick-off at city
6 hall to provide -- have -- hear the input on what should
7 go into our guidelines to fund and move these programs
8 forward.

9 And that served as a foundation for us in
10 developing the guidelines to implement these programs.
11 And the Commission subsequently held over 40 public
12 workshops to seek input throughout the State.

13 --o0o--

14 CTC EXECUTIVE DIRECTOR BRANSEN: And this slide
15 is just a summary of the adopted programs that the
16 Commission has moved forward on this year, since SB 1 was
17 enacted. So in the last year, the Commission has
18 dedicated over \$9 billion to programs that will benefit
19 all Californians throughout the State.

20 By adopting multi-year programs, the Commission
21 was able to leverage Senate Bill 1 funding with other
22 State and federal funding to ultimately commit over \$25
23 billion to projects.

24 The projects funded make up a comprehensive
25 portfolio of projects that will improve safety, reduce

1 congestion, improve the environment, and facilitate
2 economic development. By programming projects in the
3 Regional Transportation Plans, sustainability and air
4 quality goals are built into these projects.

5 Overall, these projects are expected to reduce
6 community impacts, reduce greenhouse gas emissions,
7 benefit disadvantaged communities, reduce congestion and
8 more. The adopted programs result in fix-it first
9 investments to take care of existing infrastructure.
10 Nearly three-quarters of all the money that was programmed
11 by the Commission this year is dedicated to fix-it first
12 and taking care of our existing infrastructure.

13 But these programs also fund mode shifts to
14 transit to increase transit right, increase biking and
15 walking, multi-modal investments in the most congested
16 corridors of the state, and trade corridor improvements to
17 facilitate the efficient movement of people and goods.

18 --o0o--

19 CTC EXECUTIVE DIRECTOR BRANSEN: And this slide
20 shows just a summary of the types of projects that the
21 Commission programs and has programmed. And MPOs
22 implement the Sustainable Communities Strategies, what we
23 have seen is an increase in multi-modal project requests.
24 And this is -- this was positively shown in the recent LAO
25 report that stated that California has not added much

1 is just a summary of just a few areas that we thought it
2 would be important to collaborate on.

3 The first one the CTC guideline development. We
4 look forward to continuing to collaborate with you. We
5 have with your staff. But one of the guidelines that we
6 have -- we're kicking off in July is developing
7 comprehensive multi-modal corridor congested corridor plan
8 guidelines to inform congested corridor -- multi-modal
9 congested corridor plans that MPOs will be perform -- be
10 preparing.

11 This is a requirement in law for the Solutions
12 for Congested Corridors Program. And it seems like an
13 area that there's true nexus on what we might be working
14 together on. We also are interested in learning more
15 about the Regional Transportation Plans and Sustainable
16 Communities Strategy as far as what's working from your
17 perspective.

18 From ours, we know that we -- you have a report
19 coming out in the fall. And we would like to understand
20 too the acceptance process for how ARB -- I think there's
21 a discussion that we could have on ARB's acceptance of --
22 of the Sustainable Communities Strategies.

23 And then on the project assessment and
24 measurement tools, your staff has collaborated very much
25 with us and we greatly appreciate it on how we evaluate

1 projects, but we know that there's more to be done. And
2 the Regional Transportation Plans, there are
3 transportation demand models, that we've written
4 guidelines for, but also just in measuring how our
5 projects -- what are projects expected to actually do? Do
6 we have the right tools to evaluate.

7 And then overall, as we look to technology, we
8 know that we need to be prepared. We need to be proactive
9 and not reactive. And when we think about autonomous
10 vehicles, that would just be one example, but it's
11 possible that we'll have greatly increased vehicle miles
12 traveled, and we need to talk about -- we believe we need
13 to talk about the policies that should be in place to
14 protect the public interest, in that regard.

15 And also, the Commission has been a supporter of
16 the ZEV Action Plan. It has funded charging stations in
17 the more remote areas of the state, and in the rest areas.
18 But we do know as vehicles continue to become more fuel
19 efficient and the vehicle fleet turns to zero emission,
20 its important to plan for the future and address how to
21 ensure that funding for transportation is sustainable.

22 And with that, we know that without sufficient,
23 dedicated, and reliable transportation funding, the
24 ability for this state to achieve its overarching
25 economic, environment, housing, and other goals is greatly

1 diminished.

2 So that concludes my presentation. And thank you
3 for giving me the opportunity to share with you.

4 ARB CHAIR NICHOLS: Thank you so much. That was
5 an excellent presentation, and also nicely will segue into
6 the next phase, where we get into more details about what
7 we actually want to work on together.

8 I know this was a somewhat lengthy opening. But
9 it seemed like it was a good idea to give everybody sort
10 of a common platform to work from in terms of what our two
11 agencies are and how they see their overall missions. I
12 think we could just get into the next phase of
13 presentation so that we can then hopefully have some more
14 open discussion among those sitting around the table.

15 But before I do that, I do want to make sure that
16 I've given everybody an opportunity, if there's a -- if
17 anybody feels like they would like to add or ask a
18 question at this time stage of the game.

19 Chair Inman.

20 CTC CHAIR INMAN: I'm going to jump in here
21 first. And I just want to publicly once again thank our
22 staff. Susan showed you a picture of our staff. And that
23 staff is the staff we have today, which is up four from
24 what she had when SB 1 was passed. So if you look at all
25 of those categories, we had the joke last summer in

1 Sacramento was how many CTC workshops could you go to?
2 But we take our transparency and accountability
3 responsibilities very, very seriously. And so I just want
4 to, on behalf of all of our Commissioners publicly thank
5 you. You made it sound so simple, but we know that you
6 all were just really, really working.

7 And also, we're trying our best to avoid our
8 acronym soup. I had said that to Ron Nichols -- or not
9 Ron Nichols -- Ron Roberts, your Board member, that we
10 don't even speak the same language. And I think we are
11 guilty, in whatever sector we're in, in terms of just
12 speaking our local vernacular, whatever it might be. I
13 happen to hang out in the freight sector a lot, so I'm
14 going to talk to you about yard hostlers, and TEUs, and
15 all of those cool things.

16 But I do think -- I appreciate it. And I think
17 that there's lots of opportunity for us. Just in going
18 through our morning agenda, I was ripping out pages
19 thinking, okay, set that one aside. That's a good topic
20 for it. Susan mentioned it, you know, whether it's
21 vehicle miles traveled -- we had a wonderful presentation
22 again, a reminder today, on the increase in vehicle miles
23 traveled that we've seen. That particular presentation
24 related to the fuel tax, and how we've improved our
25 efficiency.

1 But with doing that, we're well aware that that
2 funding source, while SB 1 is in places, we ultimately are
3 going to have to look for some other kind of a user fee.
4 And we worked with Caltrans on the pilot. And what we
5 learned on the vehicle miles traveled was we learned a
6 lot, but we still had a lot to learn. And so I think that
7 that's one of the things.

8 And then I mentioned earlier that we had housing
9 discussion. And we segued way from that vehicle miles
10 traveled into, you know, Commissioner Ghielmetti reminding
11 us that you -- what is it? How do you say it, Jim. It's
12 where you qualify -- you live where you qualify or
13 something, I think, for the lone -- Yeah, drive until you
14 qualify. Yeah, I knew it was -- it had a little ring to
15 it.

16 But it really, really stuck with us, and we
17 talked about the elongated commutes, and what does that
18 mean for all of us? And Assembly Member Cervantes talked
19 about, you know, really the Inland Empire. And clearly,
20 that is an area where folks have historically had very
21 long commutes. I think in the Bay Area, we're seeing, you
22 know, maybe you all are trying to break our records of
23 long commutes. But regardless, we need to have lots of
24 different mobility options.

25 So I did want to just start by thanking you once

1 again publicly. We've tried to really acknowledge the
2 tremendous amount of work that's been done. And we have
3 also reached out. We have a lot of partners in this room
4 today. And so as Susan said, that represents \$25 billion
5 worth of projects that are out.

6 So we know that we have a lot of partners in
7 that. We've reached to our utility partners. We're
8 reaching out to all our research -- our resource partners
9 just to say, hey, you know, we're trying to make sure that
10 we act very efficiently and very effectively. So with
11 that, I'll see -- anybody else want to -- I don't know if
12 we want to go to the old put your card up, or how we want
13 to recognize. I think it's just an open --

14 ARB CHAIR NICHOLS: Pretty good visibility here.
15 If people just want to raise their hand, if they want to
16 add? If not, we can just --

17 Mr. De La Torre.

18 ARB BOARD MEMBER DE LA TORRE: They're taped.

19 ARB CHAIR NICHOLS: Oh, they're taped down.

20 (Laughter.)

21 CTC CHAIR INMAN: I think that was a hint.

22 ARB CHAIR NICHOLS: That was clever.

23 ARB BOARD MEMBER DE LA TORRE: Thank you.

24 (Laughter.)

25 ARB CHAIR NICHOLS: Well, that will teach you.

1 All right. Good.

2 CTC COMMISSIONER GUARDINO: Should we tell him
3 that it's only his that is taped down.

4 (Laughter.)

5 ARB CHAIR NICHOLS: Great. All right. Well,
6 let's -- let's move along then to a discussion about what
7 CARB staff is doing with a scoping plan and the
8 transportation sector, as well as our overall
9 transportation related strategies, because here's where we
10 really start to get into the interface with planning, land
11 use, as well as air quality and health and equity. And
12 then we'll hear again from your staff -- Transportation
13 Commission staff on how you actually do the programming
14 and planning, how you prepare the corridor plans.

15 Because what we're searching for is the sort of
16 elusive way -- elusive spots in which we can align better,
17 because I think we all know that there's a perception out
18 there among many of our constituents that we're not always
19 in sync when we proceed on projects. And so before we get
20 down to the level of having the kind of controversies that
21 we tend to have over specific projects, it would be better
22 if we were able to see how in the overall initial stages
23 of planning, we could be sure that we weren't allowing for
24 any unnecessary delays and friction to arise by doing a
25 better job of front-end alignment. So I think we'll start

1 again with the Richard Corey -- or no, we're going to turn
2 it over to you, Ashley.

3 Okay. Great.

4 STAFF ARB AIR POLLUTION SPECIALIST GEORGIU:

5 Good afternoon, Commissioner and Board members.
6 What an exciting day we have before us here.

7 My name is Ashley Georgiou and I'm a staff person
8 for the California Air Resources Board. It's great to see
9 all of your faces.

10 But more importantly, I want to introduce myself
11 as part of a broader team that's working on transportation
12 planning here at the agency. That's super important to me
13 to say today, since I'm the only one in front of you.

14 My colleagues and I continue to be incredibly
15 passionate about transportation, land use, and, of course,
16 the interface that we see with health. Very important.
17 We're excited to have the chance to meet with you today,
18 and to really discuss these topics together.

19 CARB shares many of the same shared goals as the
20 Commission, including things like improving quality of
21 life for all Californians. Also, access to jobs,
22 affordable housing, community services, and all the things
23 that we really need to live, work, and play.

24 This is evident in our partnerships that we have
25 with your staff - thank you Garth - but also the continued

1 work that we've done together to date.

2 We have some great conversations, and we see the
3 importance of the relationships that we have really worked
4 to build over time, not only through these joint meetings
5 and this process, but generally through our coordination
6 efforts.

7 While we may not always agree - it's true - on
8 the approach to solving a particular problem, we are
9 always willing to take a seat at the table and have an
10 open discussion with all of you. And we're very excited
11 about building on those collaborations, and getting
12 feedback, and direction as well from both the Board and
13 the Commission. Thank you so much for the opportunity to
14 speak today.

15 --o0o--

16 STAFF ARB AIR POLLUTION SPECIALIST GEORGIU:

17 Transportation has a profound impact on
18 individuals as well as communities. The system moves
19 people between home, work, school, shopping, as well as
20 recreation. It also enables the movement of freight
21 between our ports, distribution centers, industry, and
22 commercial centers as well.

23 These connections really work to drive our
24 economy and accessibility. But adversely, they also lead
25 to consequences for our communities as well as our

1 neighborhoods. The transportation sector and the fossil
2 fuels that power them are the largest contributors to the
3 formation of ozone, diesel particulate matter, as well as
4 greenhouse gas emissions. Coupled with traffic
5 congestion, housing, as well as the transportation cost
6 burdens, and resulting sedentary behaviors, the overall
7 health of Californians is significantly impacted.

8 Air pollution contributes to respiratory
9 ailments, cardiovascular disease, and early death, with
10 disproportionate impacts to our most vulnerable
11 populations across the state, for example, children,
12 elderly, as well as those with existing health conditions,
13 and, of course, our low-income folks and communities of
14 color.

15 Consequently, improving the health of all
16 Californians will really require some significant cuts in
17 pollution from these particular sources that I mentioned,
18 as well as changing the system to provide more
19 transportation options than just driving alone.

20 --o0o--

21 STAFF ARB AIR POLLUTION SPECIALIST GEORGIUO: The
22 California legislature and federal air quality
23 requirements have really helped to shape the State's air
24 quality and climate programs setting out clear policy
25 objectives for CARB.

1 In 2006, the legislature passed the Global
2 Warming Solutions Act, AB 32, which requires CARB to
3 develop a scoping plan that describes how California will
4 reduce GHG emissions to 1990 levels by 2020. In 2016, the
5 legislature passed SB 32, which codifies a 2030 GHG
6 emissions reduction target to 40 percent below 1990
7 levels.

8 These climate targets really represent some
9 benchmarks for us consistent with both prevailing science,
10 charting a path forward that is really in line with
11 California's role in stabilizing global warming below
12 dangerous levels.

13 On the air quality, side, so CARB and local air
14 districts are really responsible for developing clean air
15 plans, and also really taking the time to demonstrate how
16 and when California will attain ambient air quality
17 standards.

18 These standards are developed to provide public
19 health provisions and protection, including protecting the
20 health of our sensitive populations, such as asthmatics,
21 children, and the elderly.

22 SB 375, as well as SB 350 provide really clear
23 direction for integrating land use, transit, as well as
24 affordable housing to reduce single-occupancy auto trips,
25 but also really working to address something very near and

1 dear to my heart, which is really increasing access for
2 low-income residents and disadvantaged communities, which
3 they face in particular when it comes to clean mobility
4 options.

5 So the question here really is what is our vision
6 for achieving these goals?

7 --o0o--

8 STAFF ARB AIR POLLUTION SPECIALIST GEORGIUO:

9 Okay. In the next couple of slides, I'm going to
10 walk you through a very high level summary of the sections
11 and actions of the scoping plan, which provide some
12 commitments that were adopted within that plan. The plan
13 helps to outline our path for meeting the goals, as well
14 as some policy objectives, which you heard from Richard
15 earlier.

16 The energy sector in California is composed of
17 electricity, as well as natural gas infrastructure, which
18 really brings the energy to homes, to businesses, as well
19 as to industry.

20 The energy and fuels that -- the strategies
21 within the scoping plan itself will really build upon past
22 successes through the implementation of 50 percent
23 renewable portfolio standard, but also transitioning to
24 cleaner, less polluting fuels that have a really low
25 carbon footprint.

1 In California, building GHG emissions are only
2 second to the transportation sector itself. As a key
3 strategy for this sector, it involves doubling the energy
4 efficiency achieved within the existing buildings, as well
5 as increasing access to renewable energy.

6 California's transportation system really
7 underpins our economy. The extensive freight system moves
8 trillions of dollars of goods every year, and supports
9 nearly one-third of the state's economy, which is really
10 consistent with five million jobs.

11 California's ability to remain an economic
12 powerhouse, as well as an environmental leader really
13 requires additional effort to improve transportation
14 sustainability, including transitioning to zero-emission
15 vehicles and a cleaner freight system.

16 Analysis shows that we need to approximately
17 allow for five million zero-emission and plug-in hybrid
18 cars by 2030, a very ambitious target from the hundreds of
19 thousands of cars that are on the road today.

20 These policies along with cleaner energy sources
21 will reduce fossil fuel use and decouple the state from
22 volatile oil prices. This decrease also means that
23 California will be using less gasoline and diesel
24 resulting in healthier air and cost savings on
25 transportation fuels.

1 Unfortunately, for the transportation sector,
2 while clean fuels and vehicles are extremely critical to
3 reaching our goals, they're not sufficient to meet them.
4 As a result, we will need to reduce our per capita VMT to
5 25 percent from 2005 levels, which is equal to
6 approximately 1.6 miles per person per day.

7 These reductions will be achieved through a
8 combination of more stringent SB 375 regional GHG targets,
9 as well as things like additional policies through
10 collaboration with local, regional, and State governments,
11 along with businesses and consumers to really work towards
12 promoting affordable transit-oriented development, as well
13 as walkable, bikeable communities.

14 The rapid technological and behavioral changes
15 underway with ride-sourcing services, as well as auto --
16 automated vehicles are redefining the transportation
17 sector, as we see it today.

18 It's critical that they support, as well as
19 accelerate progress towards a zero-emission transportation
20 system, as well as, as we heard earlier, reduce VMT
21 through pooling and connections to transit.

22 Joint meetings between the Commission and CARB
23 will really provide a wonderful opportunity, as well as a
24 forum to start addressing some of these really critical
25 challenges.

1 Natural and working lands also play a critical
2 role in the State's climate strategy and the economy both.
3 These lands support clean air, wildlife, and rural
4 economies. They include our forests, rangelands, farms,
5 wetlands, and coastal areas. Keeping these lands in tact
6 as -- and at a high level of ecological function really is
7 key. There's also an important synergy between preserving
8 open space and reducing VMT.

9 Finally, the plan also aims to increase system
10 efficiency on freight operations at the specific
11 facilities, and along the freight corridors, such that
12 cargo can really move with fewer missions as a result.

13 --o0o--

14 STAFF ARB AIR POLLUTION SPECIALIST GEORGIUO:

15 I've just outlined how VMT reductions are
16 necessary to meeting the State's air quality and climate
17 goals. But reducing VMT has other really critical
18 benefits as well. And these really cannot be achieved
19 with electronic vehicles or low carbon fuels.

20 Earlier in this presentation, I spoke about the
21 profound impact that transportation has on individuals as
22 well as neighborhoods. The transportation system
23 influences the economic, social, and environmental
24 conditions in which we are born, live, work, and age.

25 But cleaner technology and fuels will not ease

1 congestion in our most congested cities, and alone don't
2 provide people with the -- with more transportation and
3 mobility options.

4 Thoughtful transportation, and land-use planning
5 can provide more reliable transportation options that
6 improve acces to employment, food, health care, community
7 services as well as other really critical drivers for
8 wellness.

9 Dependence on cars has a direct impact on the
10 level of physical activity, as well as health outcomes.
11 Designing communities to promote increased levels of
12 physical activity can reduce risk of chronic diseases to
13 such an extent, in fact, that it would rank among the top
14 public health accomplishments in modern history, and also
15 help reduce billions of dollars of California spending
16 each year to treat these diseases.

17 In addition to these really important benefits,
18 land-use and transportation planning that leads to reduced
19 VMT has the potential to strengthen resilience to
20 disasters and changing climate. Conserving our natural
21 resources, as well as reducing infrastructure costs to
22 just name a few.

23 --o0o--

24 STAFF ARB AIR POLLUTION SPECIALIST GEORGIUO:

25 Cities, regions, and the State really face some

1 critical and important challenges about how we want to
2 grow, how we want to improve the quality of life, and also
3 what we do in terms of making sure that we're doing it in
4 a way that -- with limited resources.

5 Through effective policy design, the State has an
6 opportunity to guide transportation transformation, and
7 influence investments -- and the investments decisions in
8 particular, in a way that achieves some positive
9 transportation, climate, air quality, and equity outcomes.

10 These joint meetings offer us a really important
11 venue to talk through these issues, and to leverage the
12 synergies and wrestle with some really difficult to
13 understand trades-offs, and help us identify the best
14 policies and projects that support these goals.

15 We know we need to do better to align state
16 transportation programs and investments, but how exactly
17 we do this is why we are here today.

18 Thank you so much to all of you for your time. I
19 would now like to pass it over to our partners at the
20 Commission to begin their portion of today's presentation.

21 Mitch.

22 CTC CHIEF DEPUTY DIRECTOR WEISS: Morning. I'm
23 Mitch Weiss with the California Transportation Commission.
24 I'll be giving a brief overview of transportation planning
25 and funding.

1 (Thereupon an overhead presentation was
2 presented as follows.)

3 CTC CHIEF DEPUTY DIRECTOR WEISS: The
4 transportation planning process along with the selection
5 of transportation projects, what's referred to as
6 programming, is a very complex process. It's driven by
7 State and federal statutes and it's a -- really a bottoms
8 up rather than a top-down approach to identifying
9 transportation needs and funding projects to meet those
10 needs.

11 --o0o--

12 CTC CHIEF DEPUTY DIRECTOR WEISS: This is a
13 simple overview of the process. Transportation planning
14 is the process of defining policies, goals, and
15 investments to prepare for future needs to move people and
16 goods. Transportation planning is a cooperative process
17 involving all levels of government. And the process is
18 designed to foster involvement by all users of the system
19 through a proactive public participation process.

20 Local planning is primarily conducted through
21 general and specific plans. Regional governments play a
22 major role in both planning and programming. In addition,
23 the Regional Transportation Plan, which I'll talk about
24 later, is prepared by regional agencies, along with other
25 studies that they prepare, such as rail and transit

1 studies, bike and pedestrian plans, corridor plans, and
2 freight plans.

3 Caltrans, as the owner/operator the State highway
4 system, is the State agency primarily responsible for
5 transportation planning.

6 The project initiation document is a report in
7 which the project costs, scope, and schedule are better
8 defined and documented. And then programming is the
9 short-term commitment of funds to specific projects
10 identified in a regional transportation plan, which then
11 hopefully leads to the actual delivery and completion of a
12 transportation project.

13 --o0o--

14 CTC CHIEF DEPUTY DIRECTOR WEISS: Each of the 18
15 Metropolitan Planning Organizations in California and the
16 26 Rural Regional Transportation Planning Agencies are
17 required to prepare a regional transportation plan. This
18 plan is a 20-year plan to ensure the region's visions and
19 goals are clearly identified.

20 And this plan is perhaps the single-most
21 important document that these agencies prepare. They're
22 required to meet both State and federal requirements. The
23 Commission is statutorily required to prepare guidelines
24 on the preparation of regional transportation plans. Our
25 guidelines were last updated in 2017. And for the first

1 time, we prepared two separate documents, one for regional
2 transportation planning agencies, and the other for
3 Metropolitan Planning Organizations to address the
4 additional requirements of SB 375, including requirements
5 for the Metropolitan Planning Organizations to prepare
6 Sustainable Communities Strategies to identify how the
7 regions will achieve its greenhouse gas reduction goals.

8 The RTP guidelines were prepared with significant
9 stakeholder input, including workshops held throughout the
10 State. The Regional Transportation Plans must be
11 financially constrained, meaning they must identify
12 projects within the estimated amount of funding that
13 they'll have. Regional Transportation Plans prepared by
14 the MPOs must also conform to the appropriate air quality
15 management plan.

16 As I mentioned a moment ago, planning and
17 programming is a bottoms-up process. The Commission
18 doesn't select the projects to be included in a Regional
19 Transportation Plan. And all the projects that the
20 Commission ends up funding must included in Regional
21 Transportation Plan and be nominated by Caltrans, a local
22 or regional agency.

23 --o0o--

24 CTC CHIEF DEPUTY DIRECTOR WEISS: The California
25 Transportation Plan, prepared by Caltrans, is required by

1 State and federal law. Like the RTPs, this is a 20-year
2 plan to articulate the State's transportation priorities
3 and to serve as a roadmap for future investment. It also
4 serves an overarching planning document to guide the
5 direction of Caltrans modal plans.

6 In 2009, SB 391 expanded the scope of the
7 California Transportation Plan by requiring the plan to
8 address how the State will achieve maximum feasible
9 transportation-related greenhouse gas reductions.

10 Although the California Transportation Plan is
11 similar to the Regional Transportation Plans, it differs
12 in two key aspects. One is the California Transportation
13 Plan is exempt from identifying specific transportation
14 projects, and second, it is not required to be financially
15 constrained.

16 In 2014, SB 486 authorized the Commission to
17 prepare guidelines for the California Transportation Plan.
18 Like other guidelines adopted by the Commission, these
19 were prepared using an extensive open -- and open public
20 process.

21 --o0o--

22 ARB CHAIR NICHOLS: Did you say expensive?

23 CTC CHIEF DEPUTY DIRECTOR WEISS: Extensive.

24 (Laughter.)

25 ARB CHAIR NICHOLS: Thank you.

1 CTC CHIEF DEPUTY DIRECTOR WEISS: The Commission
2 is small. Nothing we do is expensive.

3 (Laughter.)

4 CTC CHIEF DEPUTY DIRECTOR WEISS: In fiscal year
5 '18-'19, estimated funding for California's highways,
6 streets, roads and mass transportation is about \$35
7 billion.

8 Just under half of this comes from local sources
9 such as county sales tax revenues, transit fares, toll
10 revenues, and city and county general fund revenues. The
11 Commission plays no role in the selection of projects to
12 be funded with these revenues.

13 --o0o--

14 CTC CHIEF DEPUTY DIRECTOR WEISS: About a third
15 comes from State sources, including Fuel taxes and vehicle
16 fees. The remainder comes from the federal government. A
17 significant portion of this federal funding is pursuant to
18 State law distributed via formula to regional agencies.

19 --o0o--

20 CTC CHIEF DEPUTY DIRECTOR WEISS: This slide is a
21 chart prepared by Caltrans that depicts the budgetary flow
22 of California State fees and taxes designated for
23 transportation purposes.

24 (Laughter.)

25 CTC CHAIR INMAN: And it really fills that wall.

1 CTC CHIEF DEPUTY DIRECTOR WEISS: So, yes, this
2 is a more simplified view.

3 (Laughter.)

4 CTC CHIEF DEPUTY DIRECTOR WEISS: Each of these
5 revenues have specific statutory and, in some cases,
6 Constitutional restrictions on their usage.

7 --o0o--

8 CTC CHIEF DEPUTY DIRECTOR WEISS: This slide
9 shows some of the programs for which the Commission has
10 responsibility and accounts from which those programs are
11 funded. Not only do the revenues have statutory
12 restrictions, but then the accounts have restrictions,
13 objectives, or priorities, some of which were enacted via
14 referendum or initiative. And then further, each program
15 has statutory restrictions or objections -- excuse me
16 objectives not objections.

17 Lastly, appropriations in the annual budget could
18 place additional restrictions on the implementation of a
19 program.

20 --o0o--

21 CTC CHIEF DEPUTY DIRECTOR WEISS: So I'll be
22 going over the State Transportation Improvement Program as
23 an example. There are a number of slides about the other
24 programs, and I'm just going to bypass those in the
25 interests of time, because I think Richard will elbow me

1 if I start going over.

2 (Laughter.)

3 CTC CHIEF DEPUTY DIRECTOR WEISS: The STIP is a
4 key planning document. All the projects in the STIP must
5 be nominated by regional agency or Caltrans. And pursuant
6 to statute, the STIP can fund a wide variety of projects.
7 Some of the examples are listed on the slide. But the
8 funding from the STIP comes from the excise tax on
9 gasoline deposited in the State Highway Account. And the
10 sales tax on diesel fuel deposited in the public
11 transportation account.

12 In the 2018 STIP, we averaged about \$650 million
13 a year, 98 percent of which was from the excise tax on
14 gasoline, which is subject to the restrictions of Article
15 19. So these funds can be used on public roads, but their
16 usage for transit is quite restrictive to certain kinds of
17 transit, and only when it was approved by the voters in
18 that area.

19 So only two percent of the funding in the STIP
20 can be used for projects like bus or rail car purchases.
21 We have been able to obtain some greater flexibility
22 through appropriations in the annual Budget Act, in
23 essence exchanging State highway account budget authority
24 for federal funding budget authority. However, this
25 doesn't change our underlying statutory framework.

1 --o0o--

2 CTC CHIEF DEPUTY DIRECTOR WEISS: This chart
3 shows the flow of how STIP funds are divided into county
4 shares and an interregional share. You can see that
5 there's lots of different splits that the money go through
6 and formulas all in statute.

7 Every other year, the Commission and Caltrans
8 develop programming targets for each county, and for the
9 interregional share. All the projects programmed in the
10 STIP again must be nominated by a regional agency or at
11 Caltrans through again a bottoms-up process. The Regional
12 Transportation Improvement Programs submitted by each
13 region, and the Interregional Transportation Improvement
14 Program submitted by Caltrans are required to be
15 consistent with the adopted Regional Transportation Plans
16 and the State's Interregional Transportation Strategic
17 Plan.

18 To complicate it beyond this simple flowchart,
19 pursuant to statute, the STIP is adopted biannually, and
20 covers overlapping five-year periods. But within each
21 five year STIP period are portions of two sequential
22 county share periods. Statutorily, the Commission's
23 flexibility in programming projects in the first of those
24 periods is limited.

25 --o0o--

1 CTC CHIEF DEPUTY DIRECTOR WEISS: So I have
2 information on a number of the other programs, which I've
3 just included for you to read. In the interests of time,
4 I'm just skipping towards the end.

5 SB 1 accountability and reforms. SB 1 included a
6 number of measures intended to hold transportation
7 agencies more accountable for how its funds are spent. As
8 an independent agency, the Commission has been entrusted
9 under SB 1 with administering and overseeing several of
10 these reform measures, including allocating Caltrans
11 capital outlay support preconstruction costs, holding
12 Caltrans and cities and counties that receive road repair
13 and maintenance funding accountable through annual
14 reporting, tracking the performance of all SB 1 funded
15 programs under the Commission's purview and reporting to
16 the legislature and to the public about how well the
17 recipients are delivering on the promises they made to
18 taxpayers.

19 The program guidelines for all SB 1 programs
20 administered or overseen by the commission have been
21 adopted and finalized. And as Susan mentioned, we held
22 more than 40 workshops to do this. In addition, the
23 Commission has already programmed more than \$9 billion
24 dollars in SB 1 funds.

25 In March, the Commission adopted accountability

1 opportunity to move us forward.

2 I'm going to call on one of my Board members,
3 because he's shy, and may not raise his hand right away,
4 because -- actually, I -- for those of you who don't know
5 Dan Sperling, Dan has for a long time run the Institute
6 for Transportation Studies from UC Davis, and is very
7 knowledgeable about the interaction between technology
8 issues and the planning issues in particular.

9 And I know he's been anticipating this meeting
10 for a long time. I was able to persuade him not to come
11 in with a list of the top 20 things we needed to get done
12 by next week, but -- in all seriousness, I know you've
13 been thinking about this quite a lot, Dan. And I'm hoping
14 maybe you could share a few thoughts about what you think
15 our priorities ought to be for this group.

16 ARB BOARD MEMBER SPERLING: Well, thank you. I
17 have been looking forward to this meeting, at least in a
18 conceptual way, for many years. And it's because of a
19 frustration that, as we on the CARB side, we look at
20 transportation - and much of what we do is transportation
21 - we really are disconnected with the money side of it.
22 And the money side of it determines a lot about the
23 investments that are made, the projects that are
24 developed. So I think we're all on the same page if we
25 define it at a high level. So we're -- I think we're all

1 here to try to achieve a more sustainable transportation
2 system.

3 And actually, you know, I've been talking about
4 that a lot. I wrote this little book recently. And so
5 I've been talking to lots of mayors, and city councils,
6 and MPOs, not just in California, around the country,
7 around the world. And I've come to some appreciation of,
8 you know, both what can we realistically hope to achieve,
9 and maybe even more importantly, how do we communicate it.
10 And I think this is -- this group of bodies here is, you
11 know, a good, you know, place to frame it.

12 So, I mean, at a very high level, we want
13 sustainable transportation. And when I did say that, I
14 mean economically, environmentally, and equitably, you
15 know, sometimes called the triple bottom line.

16 And we're all coming at it from different parts
17 of it. And the reason I think this is really an exciting
18 time is because transportation is really on the cusp of
19 major changes now. So if we had this meeting five years
20 ago, I would have rolled my eyes and said, you know, we're
21 just going to fight over formulas or something like that.

22 But now, we have major changes coming. We have
23 the electrification of not just light-duty, but even parts
24 of the heavy-duty sector. We have all of the shared
25 mobility that's starting to happen. And with great

1 promise and a steep trajectory. And we have automated
2 vehicles just -- autonomous vehicles just on the horizon.
3 And these -- thank you. I'm glad you're here now, because
4 I was going to come back to you here.

5 (Laughter.)

6 ASSEMBLY MEMBER FRAZIER: That's dangerous.

7 (Laughter.)

8 ARB BOARD MEMBER SPERLING: So we now have -- I
9 mean, I think a way to look at it is we now have an
10 opportunity that we haven't had in a long time in
11 transportation to really create sustainable transportation
12 economically, environmentally, equitably. And these, you
13 know, what we call -- sometimes I call it three
14 revolutions. Actually, Steve Heminger from MTC just sent
15 me email just a few minutes ago. I did a presentation
16 there last night. And we came up with a new acronym
17 Connected Automated Pooled Electric Vehicles, which means
18 CAPE. So super -- we need super heroes here to achieve
19 that.

20 And that's in our grasp. And I think neither on
21 the transportation side nor the environmental side have we
22 been really thinking about this very much, at any level of
23 government. And, you know, and a lot of businesses are a
24 lot. They don't know quite how to put it all together.
25 So we have an opportunity here. And to break through some

1 of these discussions, you know, I know all of us probably
2 our eyes were rolling looking at all these different
3 complex procedures that each agency has, and trying to
4 break through it into what can we really do.

5 And so I come back to what Susan Bransen said. I
6 think she had a slide there that is what we need to focus
7 on. And she came up with these four areas for
8 collaboration. And I would suggest that's where we start,
9 because, you know, there's so many programs going on.
10 There's so many formulas. There's -- you know, it's -- we
11 need some place to kind of get started. And I think
12 that's it.

13 So -- and there's been a little -- so the four --
14 just as a reminder, CTC guideline development, SCS target
15 setting, you know, and that's the SB 375 Program, project
16 assessment and measurement, and policy framework for
17 technology advancements.

18 Put it up there. Oh, good. We got some good
19 people here running the audio/video.

20 So I would suggest we -- I mean -- so this is
21 completely unscripted, and -- but I think this -- I would
22 suggest this is where we start. And we look at these four
23 bullets because I think that's where the opportunities
24 are. And, you know, I've talked to some of the MPO
25 directors about this as well. And I think that, you know,

1 for instance, our SCS program, quite frankly, is weak. I
2 don't know what a good adjective is, but it sets this --
3 you know, these targets. And somehow that's an -- that's
4 an area where we can work together better to achieve some
5 of the targets that we all have, in that case, for
6 greenhouse gas reduction, but doing it in a way that's --
7 you know, makes sense economically.

8 We have the policy framework for technology
9 advancements. We've got to rethink that completely. All
10 the SCSs essentially ignore it for -- just as an example,
11 the RTPs ignore it. And so that's -- so we have these
12 different frameworks and mechanisms. So, I mean, I think
13 I'll probably leave it there. You know, we've been
14 exchanging some comments here about we -- we can do a lot
15 better. And I think -- so -- so let me just leave it
16 there. Does this make sense that we focus on these areas
17 and think about how do we do project assessment, you know,
18 a little different, a little better? How do we -- how can
19 we bring in some of the environmental considerations more
20 explicitly and effectively into the CTC guideline
21 development.

22 I hope I'm not pushing this too far too fast.
23 But, you know, we don't want to waste our time here, do
24 we?

25 ASSEMBLY MEMBER FRAZIER: I second that.

1 ARB CHAIR NICHOLS: Thank you. Thank you, Mr.
2 Frazier.

3 Judy.

4 ARB BOARD MEMBER MITCHELL: The only thing I
5 would add is that --

6 ARB CHAIR NICHOLS: Microphone.

7 ARB BOARD MEMBER MITCHELL: The only thing I
8 would add to that is that when we do the SCS, it's always
9 tied to the RTP. And I wonder if it -- would it be useful
10 to put RTP/SCS in that framework?

11 ARB CHAIR NICHOLS: Spoken like a local elected
12 official.

13 ARB BOARD MEMBER MITCHELL: Yes, that's me.

14 ARB CHAIR NICHOLS: I know. Thank you for that.

15 ARB BOARD MEMBER MITCHELL: And my MPO is here.

16 ARB CHAIR NICHOLS: You know, I don't want to
17 only hear from ARB members, even though I realize that
18 we're kind of the ones who are pushing to, you know, get
19 into your turf. I think you probably want to get more
20 into ours as well. I probably should not do this, but I'm
21 going to call on you, Lucy Dunn, because I've known you
22 for a long time, and I know you have views on these
23 issues.

24 CTC COMMISSIONER DUNN: And I am -- I'm such a
25 fan. So thank you, Mary. That's very, very kind, Madam

1 Chair.

2 Yeah, I actually agree with Professor Sperling.
3 I think these are good areas to collaborate on and begin.
4 But I just want to remind everyone, for me, because I'm a
5 local girl, and I talk to local people, and we're here in
6 Sacramento. And we say words like RTP and SCS, and normal
7 people don't use that language, right?

8 We have a statewide housing crisis, depending on
9 who you talk to of about 1.5 to 3.5 million homes. And I
10 love the slide that shows how the 2030 plan is
11 high-density development in urban areas. I think that's
12 exactly right.

13 But when you talk to housing experts, you can't
14 just build all the housing we need in infill high-density
15 urban areas. We also have to do appropriate greenfield.
16 And one percent, half percent, but we need that planning
17 area, particularly when we're talking about reducing
18 vehicle miles traveled. I'm -- and that's the practical
19 side of this that I kind of get a little bit hoping that
20 we'll, at some point, get into the real world side of --
21 we said it earlier today, you know, right now folks are
22 driving till they qualify, and to get to their jobs.

23 And we have issues with our own beloved 50-year
24 old CEQA that targets our infill development projects,
25 targets our transit projects, targets our clean energy

1 projects. There is great synergy to have great power if
2 CTC and CARB could work together and figure out how can we
3 alleviate that burden to get what we all want in reducing
4 vehicle miles traveled, reducing greenhouse gas remission,
5 and making sure we're not sending our Gen Z And
6 Millennials to Texas.

7 That's my -- again, my local issue in Orange
8 County right now. I'm losing Millennials faster than any
9 region in the United States, except Silver Spring,
10 Maryland.

11 I can't -- we can't sustain an economy that way
12 with our State. And, you know, yet, we all need to comply
13 with our -- and support our climate change goals. We
14 don't want to send our greenhouse gases to other states.
15 We want to be the standard here. And that requires us to
16 think in real-world terms about how are we going to get
17 folks to value transit, as well as get our government, and
18 our local leaders to value housing in the right places.

19 And I think that kind of granular level is worth
20 a discussion. And it does come under Susan's list of, you
21 know, SCS's target setting and acceptance process. At the
22 local level, this is probably not politically correct to
23 say, but when you've got a housing crisis this big, and
24 Sustainable Community Strategies has been in business for
25 10 years, it's a failure.

1 I mean, I think you kind of said it, Professor,
2 it's like we're struggling with this. We probably need to
3 do something else and be really creative about it, how we
4 can reach both those goals.

5 So I've talked too much already, but thank you,
6 Mary.

7 ARB CHAIR NICHOLS: Thank you.

8 Anybody else want to jump in here on the
9 discussion?

10 Yes. Mr. Frazier.

11 ASSEMBLY MEMBER FRAZIER: Thank you, Chair
12 Nichols.

13 ARB CHAIR NICHOLS: Another Chair.

14 ASSEMBLY MEMBER FRAZIER: Yes. So one of the
15 things that I'm looking for in the collaboration, and also
16 just through all the State agencies in my term in the
17 legislature is we do no harm. That we look at the public
18 benefit of a regulation, but also reassessing it to see if
19 it works or not. The other alternative is that when we're
20 looking at opportunities, that we're not harming the
21 economy of any one entity. That we look at is a certain
22 amount of attainment okay until it's economically
23 feasible, or technology catches up with an opportunity.

24 Those are the things that I've preached since
25 I've been here. With that thought process, if we impugn

1 our will on an entity, they are going to look to go
2 somewhere else. And that's something that when we look at
3 freight, we haven't been in California a good partner with
4 freight. But there are -- 40 percent of the nation's
5 goods and services that come through our ports.

6 And certainly, there's a kind of a stigma that
7 they're demonized. And I don't think that's fair when
8 they're probably a third, if not better, of our economy.
9 And when you look at the potential for the increase of
10 freight through our ports in the next three to five years,
11 because of the expansion of the Panama Canal, and also the
12 larger freighters that are going to be bringing the
13 containers into our ports by three times up to 24,000
14 TEUs. We need to have -- be able to accommodate mobility
15 and throughput.

16 Okay. So we're looking at reducing vehicle miles
17 traveled, but we also have an economy that we have to
18 consider going forward. My hope is that the CTC and the
19 California Air Resources Board will be able to collaborate
20 about reduction of congestion outside of the gate. We do
21 a real good job of regulating inside the Port's gates.
22 But when it gets to the gate, everybody else is on their
23 own.

24 And I think that we need to be considerate of
25 that factor. The ports have been a good partner moving

1 towards that direction that CARB has asked them to be, and
2 they have. But when we get to the gate, nothing happens,
3 but ineffectiveness, particulate damage to the communities
4 that are adjacent to the congestion. And my hope is that
5 we can look forward to that low-hanging fruit, go where
6 the goals that are -- that are -- you know, the five
7 million EVs, and all of the things that we want to do.
8 But right, now we have a desperate problem of mobility and
9 throughput through freight, and we need to be able to look
10 at that.

11 And the economy that will bolster will be
12 absolutely phenomenal, because there will be a willingness
13 for people to actually want to be truck drivers again,
14 because they're not making their turns. And the Teamsters
15 will be very, very happy to include those 500,000
16 trucks -- truck drivers that we need to go forward.

17 So I'm looking forward to that collaboration, and
18 looking forward that we can be effective on that
19 low-hanging fruit.

20 Thank you.

21 ARB CHAIR NICHOLS: Thank you. We have
22 Supervisor Serna, and then Senator Florez, and then
23 Supervisor Gioia.

24 ARB BOARD MEMBER SERNA: Thank you.

25 So while I was listening to the staff

1 presentations, I looked up the notice for the joint
2 meeting today on CARB's website just to read again for
3 myself kind of what the mission statement is for the
4 purpose of the joint meeting outside of the fact that
5 we're here by statute.

6 (Laughter.)

7 ARB BOARD MEMBER SERNA: We have to be here.

8 (Laughter.)

9 ARB BOARD MEMBER SERNA: But I think -- but I
10 think -- I think some of the -- some of the comments that
11 we've heard thus far, and I certainly appreciate the
12 comments coming from Commissioner Dunn and others as it
13 relates to kind of this tiptoe around kind of the missing
14 leg here to this conversation that I think is going to
15 evolve to be very fruitful, but that is about housing and
16 land use.

17 We -- we're here as a transportation rulemaking,
18 and policy making body, and one that focuses on air
19 quality and carbon reduction. But there -- for me, as a
20 planner, not to have at the table those that are
21 responsible for similar program implementation, policy
22 implementation as it relates to housing, in particular, it
23 seems a little -- a little lopsided at first. And I know
24 that this is just our -- you know, the first hour and a
25 half of our first meeting, but I think what I'd like to

1 propose, and I'm not sure how to do it and maybe it
2 doesn't happen today, but I'd like to propose that we give
3 some thought about who our audience can be in terms of
4 better planning -- suggesting better planning between our
5 two agencies as it relates to jobs/housing balance, for
6 instance. Is it OPR? Does HCD have a role here?

7 You know, I'm a big tent guy that's -- you know
8 this is -- it's very rewarding to see the kind of interest
9 that is obvious here for this inaugural meeting. I'm not
10 suggesting necessarily we have an even greater dais with
11 more people, but I do think that we have an opportunity to
12 have a very productive new role in front of these -- these
13 two bodies.

14 But I just feel like I have to mention out loud
15 that it just feels like we're missing that third integral
16 part for a state that is no doubt in crisis when it comes
17 to housing. I have my memo from my local MPO here in
18 Sacramento, and most of it is as it relates to housing,
19 you know. And when you look at the monikers again for the
20 two agencies and what our charge is, it's not land use
21 necessarily. It's not housing. But yet, we're trying to,
22 I think, shoe horn a conversation that really begs that
23 third -- that third partnership, if you will.

24 ARB CHAIR NICHOLS: Good point. I would just
25 comment, and Fran whispered to me that she actually had

1 invited them, so --

2 CTC CHAIR INMAN: We happened to have Ben Metcalf
3 on our agenda this morning for an update, and had a very
4 lengthy discussion. We were almost late to this, I think
5 if I hadn't had my former chair kind of grab the gavel and
6 tell us we had to move on.

7 But I do think also just job or where -- or
8 houses are where jobs go to sleep at night. So I think we
9 can't lose site of that, not to be contrite with some of
10 our sayings. But I think they really do remind us all of
11 that balance that we need.

12 And I think you're absolutely right. And so it
13 will be important I think to have not too big a tent. But
14 I, too, have never met a tent that wasn't -- I couldn't
15 fill up. So I think it is important to really try to
16 bring others into the discussion, and talk about it,
17 because otherwise the unintended consequences -- I was
18 just sitting here thinking about the goals to reduce
19 vehicle miles traveled.

20 And if 25 percent off 2005. And if our chart was
21 right this morning in terms of the Delta between where we
22 were in 2005, and where we are a today, there's a lot
23 of -- it's more than a 25 percent reduction. I don't know
24 what that number is. You all have probably calculated it.
25 It might be actually 40 percent off of today's number. I

1 don't know what the absolute number would be.

2 But at the same time, eCommerce is, you know, on
3 steroids going wild. And I haven't seen the stats. But
4 intuitively, I feel like we're offering up a lot more
5 vehicle miles traveled on the freight side than ever
6 before by the lifestyle that we have.

7 And then also, just down -- I was hoping that you
8 would at least mention some of the research, because I
9 think it is important for all of us really to learn,
10 because we are having changes at lightning speed. Perhaps
11 not fast enough for some folks. But the world of
12 transportation, I would argue, is changing quicker than
13 most times other than that. And which we've all seen of
14 the horses in downtown New York, and 10 years later it's
15 full of automobiles. I still don't know if that was a
16 10-year move, but --

17 (Laughter.)

18 CTC CHAIR INMAN: -- you know --

19 ARB CHAIR NICHOLS: It was pretty fast.

20 CTC CHAIR INMAN: -- it was pretty fast. And so
21 I can only imagine what else, you know, we might see, even
22 while Mary and I are still here --

23 (Laughter.)

24 CTC CHAIR INMAN: -- trying to figure this out.

25 So thank you.

1 ARB CHAIR NICHOLS: Thank you.

2 So before we -- before I let Dean speak, I just
3 wanted to add that although it's true that we don't have
4 everybody here who has a stake in these critical issues, I
5 think it's progress that we have ARB and transportation
6 both recognizing that what we do has a substantial impact
7 on land use, because it wasn't so long ago that that was
8 like a very controversial issue where the transportation
9 planning agencies and the builders didn't even want to
10 accept that that was a critical part of what they did.

11 So with that, I'll turn it over to you first and
12 then we'll add you after John, and then Yvonne.

13 Okay. So we have to start -- how about if you
14 help me out here. Okay.

15 (Laughter.)

16 ARB CHAIR NICHOLS: -- so I don't mess up.

17 Everybody who wanted to speak, would you just put
18 your hand up so we make sure we don't neglect --

19 CTC CHAIR INMAN: Member Alvarado and Burke.

20 ARB CHAIR NICHOLS: Yes, but we've already got
21 Gioia and Florez in the queue first. Okay.

22 BOARD MEMBER FLOREZ: There is a past politician
23 that doesn't know how to use a microphone.

24 (Laughter.)

25 ARB CHAIR NICHOLS: Terrible. Terrible.

1 BOARD MEMBER FLOREZ: I just want to say -- yeah,
2 there you go. Thank you, Professor.

3 Just a couple of items, maybe picking up where
4 the Chair left off on land planning, and maybe Chairman
5 Frazier's point about do no harm. I'm very excited about
6 the meeting generally. I guess my issue would be for --
7 at least for this group, let me start with the Central
8 Valley and San Bernardino distribution centers, inland
9 ports or ports generally.

10 And so as we start to look at the agencies
11 together looking at vehicle miles traveled, let me just
12 point to the ARB's fantastic study, if you've not gone
13 through it enough on sustainable freight, as being a real
14 litmus test. And I think one of the things that we don't
15 do enough, maybe both agencies, is kind of look towards
16 that innovation side of how we get there.

17 So I think the Chairman mentioned, you know, what
18 happens inside the ports. The ARB has many programs for
19 clean air vehicles, et cetera, but I think the issue for
20 the San Bernardinos or the Central Valleys is the fact
21 that these were one places that were in the middle of
22 nowhere, and now they seem to be in the middle of
23 everywhere.

24 So with ports and trucks coming in and leaving in
25 our battles in the Central Valley and some of these very

1 challenged areas, I think it's really incumbent upon all
2 of us to figure out how to better disrupt that particular
3 space. It never -- it always amazed me that trucks would
4 come from the port into the Central Valley, or leave the
5 Central Valley with trucks full and come back empty.

6 You know, we've got to figure out a better way.
7 And I think that's trucking agencies, I think that's
8 ownership, I think it's companies working together trying
9 to figure out how to share. It amazes me that we have an
10 Uber-ish economy where a car can pick you up and take you
11 somewhere, and get the next person on the same block, but
12 trucks still travel to the port full and come back empty,
13 and spewing, in many cases, a lot of bad stuff,
14 particularly in these areas that we're trying to clean up.

15 So I would say we should figure out how to get
16 sustainable freight and CTC, and our agencies working
17 together on some way -- maybe the metric is vehicle miles
18 traveled. But I do think trying to innovate that space
19 will be super important.

20 And the reason I say that is all of these
21 internal places have changed so much. The Central Valley
22 used to be the home of prisons; then it became, and still
23 is in some part, dairies; and now it's becoming
24 warehouses. And the environmental justice communities
25 particularly are, and rightfully so, worried about that

1 particular trend.

2 So as we begin to look at sustainable freight, I
3 think we also -- maybe the CEC needs to be at the table at
4 point in time talking about net zero warehousing
5 facilities that allow some sort of balance. So if you are
6 solarizing, and you are micro-gridding, and you are
7 bringing some of the carbon aspects of this down, then
8 we're starting to equalize not only the travel coming in,
9 but in some sense looking at model distribution facilities
10 that aren't going to be stopped at the legal level, and
11 challenged, but somehow net out to a positive.

12 So I would hope that when we begin to talk about
13 net zero warehousing facilities, and we begin to look at
14 smog and transportation, and all the things that we were
15 talking about today, that we look at these job creators as
16 also being somewhat neutral.

17 And I do think we need some planning and general
18 folks in the county level, the city level need to start
19 looking at some of those models as well.

20 And maybe the last point that I have on this is
21 that -- I'll use my little home town of Shafter,
22 California, which is kind of the nexus between 99 and the
23 I-5. So you have a wonderful industrial park. So there
24 you have Ross, you have FedEx, you have Target, you have
25 Weatherford, you have major employers coming in bringing

1 jobs to a community that used to be prison jobs, now dairy
2 jobs, and now good jobs, in some sense. But the impact of
3 all of those trucks coming into that particular area is
4 also of detriment.

5 So I think maybe ending where Assembly Member
6 Frazier left off. Do no harm is a good standard. It is
7 the right standard, but I also think being smart, being
8 innovative. You know, I see Carl sitting over there and
9 I'm thinking of all those Silicon Valley companies
10 hopefully -- hopefully trying to figure out how to disrupt
11 an industry that is a sharing industry. Uber is great,
12 but I think cargo with sharing would be greater. I really
13 do. I think if companies get beyond who's in the truck,
14 and what company owns it, and what's on the outside, and
15 they're coming -- going out full and coming back full,
16 that might, you know, in some sense, lower the amount of
17 impact, particularly in these congested areas.

18 And quite frankly, I do see more lawsuits, I
19 think more challenges, of these large inland ports in the
20 future. So I think we have to kind of try to figure out,
21 whether our plan -- the sustainable freight is, I think,
22 the right place to start. And I think the plan that the
23 ARB has put on the table is a very good one.

24 So at least those are my comments on at least
25 that part of it.

1 ARB BOARD MEMBER GIOIA: Thank you.

2 I'm excited too. And I think there's been a lot
3 of good discussion here. But I think we sort of have a
4 bold opportunity to talk about this in terms of values for
5 people. We've talked a lot about SCS, and we've talked
6 about the RTP. You know, we've talked -- we've talked
7 about, as Professor Sperling indicated, you pulled up a
8 chart that was shown in terms of these various four
9 program areas.

10 So while I agree these are important areas, I
11 think those are more sort of the mechanics of that, the
12 mechanics of how you get to what are the values. And so I
13 want to sort of say that I think we have a precedent out
14 there.

15 The State's Sustainable Freight Strategy, which
16 was how do we move more freight, at lower cost, faster,
17 and cleaner? And, I mean, not -- no one really disagrees
18 with those four objectives. Those objectives achieve
19 economic value, and equity value, and an environmental
20 value.

21 So the idea of do no harm, I sort of flip it and
22 say, let's speak positively. Let's say we're achieving
23 economic goals, environmental goals, and equity goals. So
24 isn't what we're trying to achieve is a sustainable
25 transportation system broader than freight, that sort of

1 has the same components of value? That with our growing
2 population and growing economy, we want to move more
3 people - that's both through cars and transit - we want to
4 move them quicker or reduce congestion, we want to do it
5 affordably, and we want to do it in a way that's cleaner
6 and improves public health.

7 So we've achieved economic equity, and
8 environmental values. And so I like put up the chart --
9 the key takeaway that CARB -- on the CARB chart, which
10 was -- if you want to put that up -- which was align
11 programs and investments sort of says the same thing maybe
12 in one sentence. Align programs and investments to
13 achieve positive transportation, climate, air quality, and
14 equity outcomes.

15 So, I mean, isn't that what we're really trying
16 to do. And all the discussion we're having are the
17 different sort of strategies and mechanics of how we think
18 we're going to get there. And there may be some
19 disagreement sometimes on individual strategies, but I'm
20 not certain, based on what I've heard, and I know the
21 history of these two agencies, that there's disagreement
22 in that first bullet.

23 So I'd like us to think about maybe coming out of
24 this meeting in a way that frames what's the goal in terms
25 of values that we're trying to achieve, and then to align

1 the work that we do to achieve these sort of ultimate
2 goals and values? Because that's -- look, I'm in a local
3 elective office as well for the last 30 years. That's
4 what -- that's what folks in communities want to hear.
5 And I represent a community that's also a disadvantaged
6 community.

7 How are these policies helping me? How is it
8 helping the economy? How is it helping equity? How is it
9 helping the environment? So I think that's just sort of,
10 for me, how I would think about the work we do and then
11 all the detail -- sort of the individual plans that we may
12 be looking at are achieving these objectives.

13 ARB CHAIR NICHOLS: So focus on what we're trying
14 to do instead of how we do it. I get.

15 ARB BOARD MEMBER GIOIA: That's right. The
16 values of what -- what's the goal and the value that we
17 all agree on? And so -- and I think the model out there
18 of a Sustainable Freight Strategy, which is frankly many
19 State agencies working with the stakeholders, working with
20 those who are actually moving freight, and moving with the
21 environmental stakeholders, and they came -- you know, and
22 again, no one disagrees with any of those four goals. And
23 we're just trying to adapt them in a way to a larger
24 transportation system.

25 ARB CHAIR NICHOLS: I just want to comment that

1 we have 24 public commenters who've asked to speak to us
2 today. And even if we cut them back to two minutes
3 instead of three. All right, two and a half. All right,
4 two and half. The point being that we're going to -- it's
5 going to take some time. So I just want to ask the
6 remaining speakers to be succinct.

7 CTC CHAIR INMAN: Commissioner Madaffer.

8 CTC COMMISSIONER MADAFFER: Well, I'll be very
9 brief. I think that -- and you made the Chairman,
10 technology continues to advance faster than frankly even
11 government can keep up. And, you know, I took notes
12 during the CARB presentation, because the statement made
13 was cleaner technology and fuels won't ease congestion. I
14 get that. And more needs to be done to reduce VMT to
15 provide reliable transportation options for everyone.

16 And I'm just curious, at some point, and don't
17 need an answer right now, but I'd like to hear what's some
18 of CARB's ideas are on reducing VMT, and how that's going
19 to mesh with the public, and the existing infrastructure
20 that may or may not be there to achieve that goal.

21 You know, I hear a lot about the shared economy
22 that's out there. And I do believe shared mobility,
23 first-mile, last-mile options. Again, the private sector
24 coming in is going to probably help fill that gap.

25 And I think, to your point, Fran, you know,

1 what's happening right now in this sea change in
2 transportation is probably much faster than most of us can
3 keep up with, and so people just watching that as it comes
4 along.

5 CTC CHAIR INMAN: Thank you.

6 Commissioner Alvarado.

7 CTC COMMISSIONER ALVARADO: I think, you know, we
8 can share goals and ideas in both of us. Most of the
9 Commission and the Board have been talking about reducing
10 vehicle miles traveled, doing what we can. But I think we
11 also need to share consultants and presenters, because we
12 were having a -- Susan, and help me -- about two months
13 ago, maybe three months ago, we had a presentation from a
14 guy on autonomous vehicles. And they had done a study,
15 and they predicted an increase in vehicle miles traveled
16 of about 10 percent. And that's completely
17 counterproductive from what we've all been trying to do.

18 So as we get into the research, I think we need
19 to share the information that's presented to each Board,
20 because that just knocked us on our tails, when we -- when
21 we heard that. And that was -- that was just a one-time
22 increase, and then incremental increases on top of that.

23 You know, you're going to have autonomous
24 vehicles delivering people, packages, maybe freight. And,
25 you know, and those are -- those are miles that I think

1 we're underestimating. And it's going to be quite an
2 impact both on traffic and the system.

3 CTC CHAIR INMAN: Okay. So to adopt the CARB
4 style, this would be Congressional Member, County
5 Supervisor -- what am I missing here -- Assembly Member
6 and Commissioner Burke.

7 All of the above.

8 (Laughter.)

9 CTC COMMISSIONER BURKE: I'll be really brief.

10 When I first heard about the legislation, I
11 wondered why it was being proposed. And I assumed it was
12 to bring us together, and they're tired of us being often
13 on different sides when we all have the same goal. I hope
14 that out of this meeting and future meetings -- of course,
15 the mechanisms have been set up in a very wonderful way,
16 excellent way. But I think that everyone utilizes the
17 fight between us in order to prevent us from achieving our
18 goals.

19 I would hope that what we come out of here is
20 with a mechanism we can approach legislation, business,
21 and other communities of how we approach any particular
22 problem or legislation. That we aren't used to fight each
23 other in order to achieve someone else's goal.

24 So that's why I thought probably they said you're
25 going to have to sit down together. Now, I may be wrong,

1 but I think it might be very positive, and it might solve
2 a lot of problems, if we weren't brought in with different
3 views on a particular objective. And that we had a
4 mechanism, which we've talked about that I think is a very
5 effective one, to come together as we approach our
6 legislators, as we approach business, and even
7 intellectual community.

8 That's all. Thank you.

9 CTC CHAIR INMAN: Okay. Thank you.

10 I guess I'd have to say Senator Commissioner
11 Kehoe.

12 CTC COMMISSIONER KEHOE: Thank you. And just --
13 I'll be brief too.

14 First of all, like Yvonne, I kind of wondered
15 what the intent of the bill was when I first heard about
16 it. But clearly, this is a golden opportunity. I mean,
17 this conversation is rich. It's important. It is long
18 overdue, and I don't know how big this conversation should
19 be, how many other parties we should pull into it. But we
20 know housing is essential.

21 The conversation this morning at the CTC said
22 that. And all the other things that are happening with
23 the cost of housing, the long commutes, et cetera. We
24 have -- the CTC gets the message. Every SB 1 project must
25 evaluate its sustainability, its greenhouse gas

1 reductions, and its benefit to disadvantaged communities.
2 So we -- we get that too.

3 We may not always agree with the quantifications
4 between the two agencies, but we are doing it. And then
5 we -- what I would like to leave here today with -- maybe
6 not the specifics, but that the two Chairs and the two
7 Executive Officers understand that staff is going to work
8 on more specifics as we go into the second meeting.

9 You know, are we going to address housing and
10 how? Are we going to address the gap between
11 transportation funding and the trend actually and an ever
12 widening gap with VMTs?

13 We haven't even -- we haven't mentioned the
14 border. CTC and the transportation funding out of SB 1
15 will add 15 air monitors to the border. It will reduce
16 truck-time idling on the south side of the border
17 significantly.

18 I mean, so we have a lot to share and more to do.
19 And I'm very happy we've started this conversation. It
20 was good.

21 CTC CHAIR INMAN: Dr. Sherriffs.

22 ARB BOARD MEMBER SHERRIFFS: Simple title, huh?

23 (Laughter.)

24 ARB BOARD MEMBER SHERRIFFS: And it's what I want
25 to speak to.

1 You know, much of what I think we're doing here
2 is trying to -- well, there are many things we want -- we
3 do agree on, and -- but we're different cultures. I'm
4 thinking, gee, Commissioners what are those? Why aren't
5 they Board Members? What's wrong with them? Who are
6 these people?

7 (Laughter.)

8 ARB BOARD MEMBER SHERRIFFS: But, yeah, they're
9 different cultures. But we have much that we agree on.
10 And this is part of bridging those difference in cultures.
11 But the other thing that we really agree on, and is at the
12 heart of ARB, ARB is a Health and Safety Code. That's
13 where we come from. It's all about health. And that is
14 something that I know the Commissioners share a concern
15 about and a priority in.

16 But it's another important thing to put out
17 there, because Ms. Dunn's comments about how do we get
18 them to value things? Well, money is one obvious way, but
19 health is an obvious way. And I think it's been very
20 powerful in much of the work that ARB has done in
21 getting -- getting consensus and getting reluctant
22 partners to come forward, make what appear to be
23 sacrifices to achieve our end.

24 So it's an important shared value to keep not
25 just in mind, but up front, and being part of project

1 assessments and measurements. It's a common language we
2 can speak.

3 ARB CHAIR NICHOLS: Thank you. If I may respond
4 quickly to Chris Kehoe's comment, because coming out of
5 this meeting, I do believe that Chair Inman and I our
6 respective Executive Directors will be meeting to talk
7 about where we go from here certainly to plan for the next
8 meeting, but that's a long way off.

9 So I'm going to be asking you now to think, while
10 we're listening to public comment - I'm sure you can
11 listen and think at the same time - about the question of
12 what do you want to do as members of these bodies in
13 between the meetings? Because I do think that we could
14 quite easily assign ourselves some, you know, things that
15 we would gather information about, meet across the two
16 entities to talk about putting together some -- some
17 presentations, some connections along the lines of what
18 Mr. Madaffer said also, so that we could be looking at who
19 we would be hearing from the next time we get together.

20 Okay. So shall we call on the public.

21 Okay. One last thing. Yes. Just because you
22 were first, you get to be last.

23 ARB BOARD MEMBER SPERLING: You know, it's great
24 to think about the big ambitions and goals and -- but if
25 we're really going to achieve -- we have limited

1 jurisdictions each of us, programs that are constrained in
2 various ways. I mean, we'd love to solve all the world's
3 problems, but we have enough prob -- challenges talking to
4 each other here. I would make a plea that we really focus
5 on what are some -- and I'll call them process things --
6 you know, I know John doesn't like, you know, mechanics,
7 but that's how we're going to --

8 ARB BOARD MEMBER GIOIA: No, how we use the
9 mechanics to achieve our vision. Right.

10 ARB BOARD MEMBER SPERLING: Okay. Well, then
11 let's focus on how we use the mechanics to achieve -- I'll
12 use that expression. And -- because I really want to
13 restrain ourselves from being too ambitious here. We'll
14 never get anything done. Step by step, I think, is what I
15 would strongly urge.

16 Otherwise, I mean -- I'll speak for myself
17 personally -- I don't want to spend a lot of time. I've
18 got lots of other things to do, and everyone around the
19 table does. So let's focus on what is really achievable,
20 and within the boundaries of the authority and
21 jurisdiction of the particular agencies.

22 ARB CHAIR NICHOLS: Okay. Let's hear from the
23 list of witnesses. There's -- I don't know if they're all
24 here. But there is a place for public commenters to come
25 and speak into the microphone. Is there a chair there?

1 It would be a nice thing to do.

2 Well, the legislature they make them sort of
3 stand up and lineup, and, you know, bend over to the
4 microphone. But I think we could provide a chair.

5 Come to the table anyway.

6 MR. PHIPPS: Thank you, Madam Chair and members
7 of the Commission, and the Board. My name is Robert
8 Phillips. I'm the Deputy Director with Fresno Council of
9 Governments.

10 And I just want to first thank you for coming
11 together like this. One organization who -- that operates
12 typically from kind of a top-down approach, the other from
13 a bottoms-up. As a regional planning agency, and speaking
14 on behalf of the regional planning agencies throughout
15 the San Joaquin Valley, we're often between you -- between
16 the two trying to find -- strike that very happy balance
17 between health, the -- you know, the health of our
18 residents and their prosperity.

19 So certainly, our economy is very important to
20 us, our roads are very important to achieving economic
21 goals. But at the same time, we are fully on Board and
22 working very, very diligently to protect the health,
23 especially of our most vulnerable residents in some of the
24 most impoverished communities in the state.

25 Speaking only for Fresno COG, some of our

1 examples of that, in developing our most recent
2 transportation plans, reaching out to more than 2,500 of
3 our residents to gather ideas for the kinds of projects
4 that would not only be more sustainable, more health
5 related, bike and pedestrian projects, transit, but also
6 help our -- help grow out economy.

7 That came out of 16 public workshops, 20
8 different informational booths throughout the region, 11
9 different presentations, over 500 online respondents to
10 our surveys, and yielding more than 1,200 different
11 projects in our plans.

12 And of those, about 17 percent are bike and
13 pedestrian projects of the total 3000 that will eventually
14 make it into our Regional Transportation Plan. So I just
15 want to let you know that your MPOs, and specifically in
16 the San Joaquin Valley, we are your partners. We are glad
17 to see you here. We thank you for being here, and we
18 appreciate your time.

19 Thank you.

20 MR. MARCANTONIO: Good afternoon, Chair,
21 Commissioners, and Board members. My name is Richard
22 Marcantonio. I'm a managing attorney at Public Advocates,
23 a civil rights law and policy organization in San
24 Francisco, and also a proud member of the Road Charge
25 Technical Advisory Committee that is convened by CTC. And

1 I'm very happy to see your two boards meeting here today
2 for the first time.

3 You know, I think that you have indirectly,
4 through the advocacy of many of us, many of my colleagues
5 here, been learning from each other for a while. I'll
6 give an example. In the 2017 RTP guidelines that you
7 spoke about, Susan, and that many of us were pleased to
8 participate in that process, some of the learnings from
9 the Air Resources Board's funding guidelines for the GGRF
10 investments in disadvantaged communities have found their
11 way into that document. And I'm very excited about that.

12 The point I want to make -- and I think maybe we
13 thread a needle here. I hope this will be of interest to
14 you all -- between the mechanics and vision is that I
15 think that there is a challenge that we have in SB 375
16 that we're placing expectations for GG -- GHG reduction on
17 MPOs that have, I'm going to guess, around three percent
18 of the funding under their control.

19 I want to particularly direct your attention to
20 the role of the county congestion management agencies.
21 And I think this is particularly the case in the larger
22 multi-county MPOs. In my view, the investments that those
23 county agencies -- county-wide agencies make that find
24 their way into the Regional Transportation Plan, are not
25 consistent with the RTP, they are not consistent with SB

1 375, if they are increasing VMT and GHG emissions.

2 My modest proposal for you to consider is that
3 the CTC might adopt guidelines or amend its current
4 guidelines on the -- say the STIP and RTIP programs, which
5 come up bottoms up from those agencies to bring ARB's
6 expertise into decision making about how we decide when
7 those actually are consistent and when they're not.

8 Thank you very much.

9 MR. RUBIN: I think that's a great idea. Good
10 afternoon, Commissioners. My name is Carter Rubin. I
11 represent the Natural Resources Defense Council, an
12 organization with over 400,000 members and activists in
13 California.

14 Thank you for the opportunity to address this
15 joint meeting on the imperative of ensuring that our
16 transportation investments are supporting and not harming
17 our climate and communities.

18 I think the staff report really crystallized the
19 issue. VMT must be reduced to help us reach our climate
20 goals, but the status quo does not put us on that path.
21 NRDC supports ceasing adding new road capacity to our
22 highway and road system full stop.

23 The way we invest our transportation dollars
24 today is hampering our ability to achieve our urgent
25 climate goals. And so we must shift to prioritizing

1 investment in sustainability mobility options, and stop
2 the misguided practice of adding road capacity in the
3 false hope of achieving congestion relief.

4 As the Governor's Office of Planning and Research
5 has advised, agency's highway expansion does not relieve
6 congestion nor improve mobility, but merely induces more
7 travel and carbon emissions. Instead, we should be
8 investing in transit, biking, walking, and other shared
9 modes for their environmental, social, and quality of life
10 benefits.

11 With better informed performance-driven funding
12 decisions, we can better serve Californians, and shift
13 transportation dollars away from inefficient and
14 sprawl-oriented highway expansion projects, and towards
15 sustainable mobility options that the -- the Californians
16 need and expect.

17 Today's discussion has been an exciting first
18 step. I'm eager to hear your ideas about how we move
19 forward in the interim between those two meetings. NRDC
20 would urge you to have a publicly engaging process that
21 invites stakeholders like us and our allies here today to
22 be a part of that.

23 And thank you for your time.

24 MR. BIRDLEBOUGH: Thank you, Madam Chair --
25 Chairs and members. I'm Steve Birdlebough with the

1 Transportation and Land-Use Coalition of Sonoma County.

2 We have worked hard to get the SMART Train into
3 our county. And we hope that it will be a vehicle, as it
4 were, to concentrate development in the downtown areas. I
5 think what you just heard is very true. Adding lanes only
6 is a prescription for more traffic.

7 However, anybody who's in one of those lanes, and
8 who looks to one side and the other says there's room for
9 another lane here. If you just add one, I could get to
10 where I want to go more quickly.

11 So you've got a huge leadership issue, and that
12 is to convince the public that adding lanes is not an
13 answer. That we have to find other ways of moving people
14 in lieu of vehicles.

15 And when we talk about vehicle miles traveled,
16 reduced -- reducing vehicles miles traveled, this doesn't
17 mean we're reducing the number of people that travel.
18 We're going to increase our population. That means we've
19 got to get more people into vehicle -- into shared
20 vehicles. And that's a big effort.

21 But pay attention to what your kids are doing,
22 and what your grandchildren are doing. We visited our
23 granddaughter in Denver. Denver is remaking itself, and
24 she doesn't have a car. She's 35 years old, and she's
25 never owned a car.

1 Now, there are more and more people who are doing
2 that. So there is light at the end of the tunnel, but
3 it's going to take a lot of leadership.

4 Thank you.

5 ARB CHAIR NICHOLS: Thank you.

6 I would like to ask people to take a look at the
7 list and to make sure that you come up when it's your
8 turn.

9 Thank you.

10 MS. LINDBLAD: Thank you. Bryn Lindblad,
11 Associate Director of Climate Resolve based in Los
12 Angeles. I appreciate having the opportunity to address
13 this esteemed room today. I would like to support my
14 colleague's comments about the need to shift
15 transportation investments away from urban highway
16 expansion. And I'd like to also draw your attention to we
17 passed out a framing document that we developed in the
18 lead up to today's meeting. So I hope you all have a
19 copy. If you don't you can come to me.

20 But -- and we've done an analysis on urban
21 highway expansion, which is -- which is the type of
22 highway expansion that really does have that elasticity of
23 one-to-one and doesn't -- doesn't relieve congestion.

24 And we found that in the four year period of 2012
25 to 2016, the most recent data we could get, there was a

1 10.2 percent increase in lane miles, and of those urban
2 highway -- highway. So it -- it is happening. And it's
3 not an enduring mobility improving strategy.

4 So I think there's a real opportunity there to
5 shift those dollars towards supporting sustainable modes
6 of transportation. And then we'd like to encourage you
7 that as we -- as we make those investments in transit and
8 active transportation, that we also need to proactively
9 address displacement pressures that can accompany -- that
10 do accompany those improvements to an area's livability.

11 If we don't, if displacement continues to the
12 extent that it is now, our future will be one of increased
13 segregation. We'll increase those barriers to accessing
14 opportunity, and there will be more cars trying to use our
15 already congested roads. That's because we know
16 low-income households make up the base of our core transit
17 ridership, and they take transit -- low-income households
18 take transit at much greater rates than higher income
19 households.

20 And so when we force those low-income households
21 out of those transit-accessible areas, we see a decline in
22 ridership and more congestion.

23 But -- so it's happening, and we need to address
24 it head on. We see a lag in equitable infill development.
25 And that's -- and that's really something we need to

1 address alongside those sustainable transportation
2 investments.

3 So, you know, would like the -- like for these
4 strategies to go hand-in-hand. You'll be hearing from
5 other partners about the importance of addressing
6 transportation justice and electrifying medium- and
7 heavy-duty. But really I think that it's not -- it's a
8 pick or choose strategy kind of situation, but we need to
9 -- we need to be addressing them all in an integrated way.

10 And just briefly to Commission Madaffer's point
11 about ways to reduce VMT. I'd like to highlight scoping
12 plan appendix C, there's a bunch of great strategies in
13 there, something we'd be please to dig into in an action
14 plan.

15 Thank you.

16 MR. HIGGINS: Good after -- good afternoon. Bill
17 Higgins with the California Association of Councils of
18 Governments. And we perhaps have a unique sit -- or
19 unique perspective on this meeting between you, because
20 among our membership is the 18 Metropolitan Planning
21 Organizations who have -- who perhaps, more than any other
22 group, speak both CTC and ARB.

23 So I'm here to offer our interpretation services
24 for you as you go on through this process.

25 (Laughter.)

1 MR. HIGGINS: I say that half jokingly, but we do
2 interact with both of you, and we are very encouraged to
3 see both boards together, because sometimes there have
4 been instances where trying to meet both objectives didn't
5 align perfectly.

6 We're also very encouraged to hear the
7 conversation about housing. We think that that is an --
8 as the entities who also distribute the regional housing
9 needs assessment and think about where housing is going to
10 go in the community, we see the balance among them, and we
11 also -- as agencies that are made up of local agency
12 members, city -- boards of supervisors and city council
13 members, we understand the value of local input into our
14 processes. And these are all very, very difficult things
15 to balance.

16 So I'm encouraged that Board Member Sperling used
17 a term that my members are all familiar with when he used
18 the phrase ambitious and achievable in the same sentence,
19 when he talked about your -- the -- what you should have
20 on your agenda before you.

21 For those of you who don't know CTC, that's code
22 for what the targets are supposed to be for us, both
23 ambitious and achievable, are we're supposed to break a
24 sweat to get to the target. And it's pushing us to get
25 better results in our community. So we're very pleased to

1 see this on the state level.

2 I would also remind you with that -- with an
3 ambitious achievable, I will say that taking local
4 perspectives into consideration is very important. We
5 have a statewide initiative that's going to challenge a
6 lot of the funds that you saw before you today.

7 And how we implement that, we have a Public Trust
8 that we have to account for with the voters. And we have
9 to balance their health, their safety, their economy,
10 everything. And we're balancers. And we're glad to see
11 that you are balanced too. So we offer any help to this
12 process that you will call on us.

13 Thank you.

14 MR. BARRETT: If no one wants Bill's phone, he
15 can take it.

16 MR. HIGGINS: Oh, thank you.

17 (Laughter.)

18 MR. BARRETT: That's all right. Bill and I are
19 neighbors so we can trade it later.

20 MR. HIGGINS: It says don't listen to Will.

21 (Laughter.)

22 MR. BARRETT: Yeah.

23 Hi. Will Barrett with the American Lung
24 Association, and Bill Higgins' neighbor.

25 (Laughter.)

1 MR. BARRETT: Thank you for the robust discussion
2 today. The American Lung Association views this as
3 crucial to moving forward with more effective air quality
4 programs. I know the presentations this morning or
5 this -- earlier today, showed the real strong progress
6 that's been made by ARB programs, local programs. And we
7 think that this discussion is just another step towards
8 achieving clean air for everybody.

9 To Supervisor Gioia's point about setting values,
10 I think this is a discussion of -- it's a public health
11 discussion is what it comes down to, our transportation
12 choices, our health choices. And so we're happy to be
13 here and echo that -- that call for a strong value
14 statement.

15 As the transportation sector is the leading
16 source of harmful air and climate pollution, we need all
17 of our agencies to be working together to achieve a
18 healthier California. This is especially true for our
19 disadvantaged communities that bear the greatest burdens
20 from transportation pollution sources.

21 To Ms. Bransen's point, your slide on recommended
22 collaboration points, I think focusing on VMT reduction
23 and on the policies that ARB puts in place around
24 zero-emission technologies, heavy-duty electrification,
25 and sustainable freight are spot on. And I think that's

1 where this committee can have a really strong focus going
2 forward.

3 We think the dialogue here can really help to
4 achieve some of those scoping plan programs to reduce VMT,
5 increase active transportation that improves public
6 health, while reducing our air pollution challenges.

7 I wanted to also say that on the air quality and
8 technology side, I think these agencies are working
9 together well and can continue to work together well to
10 really make sure that our infrastructure investments
11 through SB 1 the Volkswagen settlement, SB 350 really do
12 align to make sure that the heavy-duty sector, the
13 sustainable freight work all are aligned and making
14 forward rapid progress to the electrification in the
15 transportation sector.

16 So just to say that on both fronts, the VMT side
17 of things, and the electrification and sustainable freight
18 side of things, this dialogue can really help to align
19 the -- the investment opportunities with our public health
20 goals, and those values of achieving healthier
21 Californians for all California communities.

22 So I look forward to the next discussion and look
23 forward to working with all of you.

24 Thank you.

25 And Bill Higgins is on his phone, I bet, not

1 listening.

2 (Laughter.)

3 MR. SAINT: Well, good afternoon, Commissioners
4 and Board members. It seems like there's a common theme
5 going here, so I'll skip right to about the second page of
6 what I was going to talk about.

7 My name is Michael Saint. I'm with Campaign for
8 Sensible Transportation from Santa Cruz, retired airline
9 pilot with about 41 years of service. I retired three
10 years ago.

11 And basically, what we've learned about VMT and
12 not widening highways is that we also submit that the old
13 and futile wails of trying to reduce congestion need to
14 make way for what works. And our understanding is that
15 charging a price for the use of the roads.

16 What we Californians can't afford to do is use
17 highway toll revenues to expand new highway capacity for
18 HOV or HOT lanes. The high cost of highway expansion will
19 take the lion's share of toll revenues, leaving little, if
20 anything, for public transit. The outcome would be truly
21 regressive towards the working people.

22 I'll jump right to the summary. If we are
23 serious about reducing traffic congestion, we need to
24 bundle the strategy of converting existing highway lanes
25 to HOT lanes - and I emphasize existing highway lanes -

1 with the revenue going to support effective transit
2 alternatives. If we do that, we'll see our vehicle miles
3 traveled drop, and with that our greenhouse gases.

4 A personal request here. In closing, we ask your
5 guidance to the Santa Cruz County Regional Transportation
6 Commission. The Commission plans to expand Highway 1 for
7 four miles of aux lanes, and plans on asking the CTC for
8 funding.

9 Guidelines for grants under the Congested
10 Corridors Program, include funding auxiliary lanes.
11 However, those guidelines also state that the purpose of
12 those lanes be for improving safety.

13 The Caltrans Draft EIR on Highway 1 project that
14 includes the aux lanes, concludes that there would be no
15 safety benefit from the project. Even if we did a
16 no-build, it would be identical.

17 Could you please ask your staff to advise our RTC
18 that their grant application to the Congested Corridors
19 Program would be stronger if instead of aux lanes, it
20 included one or more other options currently
21 understudied -- or being understudied by the RTC's Unified
22 Corridor Study.

23 Number one would be bus on shoulder of Highway 1,
24 transit on the abandoned rail corridor, and enhanced bus
25 service on Soquel Freedom Corridor.

1 Thank you.

2 MR. LONGINOTTI: Good afternoon, Commissioners.
3 My name is Rick Longinotti. I'm part of the crew from
4 Santa Cruz. I wanted to bring your attention to something
5 that occurred to us when we checked out the Sustainable
6 Communities Strategy for our region which is AMBAG,
7 Association of Monterey Bay Area Governments.

8 It's a deep flaw that I think if it's statewide,
9 it could really mean that SB 375 is not being implemented.
10 The flaw is that according to the EIR on the SCS, vehicle
11 miles traveled by 2040 will increase by 24 percent.
12 That's bad, right?

13 But according to the EIR, greenhouse gases by
14 2040 would drop by 22 percent. So how does that happen?
15 How do you get VMT increasing and GHGs dropping?

16 Well, it might vehicle efficiency, right? Well,
17 they're not supposed to count vehicle efficiency. SB 375
18 is about land use and transportation, not supposed to
19 count statewide mandates on vehicle efficiency. So how
20 do -- how in the world do you increase VMT and get reduced
21 greenhouse gases.

22 Somehow, the model is spitting out something that
23 cannot be explained in real life. Okay. So that's a
24 problem. And if that's a problem for us, it's a probably
25 a problem for you region too.

1 What happens is, is in our AMBAG is that
2 according to the EIR, the Sustainable Communities Strategy
3 results in this great drop in greenhouse gas emissions,
4 whether or not you do a Sustainable Communities Strategy.

5 In other words, the no-project alternative is
6 virtually identical in terms of its greenhouse gases
7 outcome, as if you have the plan. So all the hours, and
8 all the time people spend working on a plan, and it's
9 meaningless. So that's a serious problem.

10 So I just wanted to add to what Mike Saint just
11 said, which is our organization invited Susan Handy, a
12 professor a UC Davis, down to Santa Cruz. And she spoke
13 about induced travel. And we all thought that, you know,
14 when you add lanes to a highway, you get induced travel,
15 the highways fill back up again.

16 What I didn't know, what really turned my ahead
17 round is that if you add a transit on our abandoned rail
18 corridor, which parallels the highway, the highway will
19 temporarily lose traffic, but you'll get that induced
20 travel back again, so whether it's a highway expansion or
21 transit, you'll get more congestion.

22 So that suggests that the goal of SB 1, which is
23 congestion and relief, we need to question, do we really
24 want congestion relief? If we do, it's toll roads. And
25 if don't want a regressive tax, we need to turn that

1 around, so that the tolls benefit transit.

2 If people can get on a bus and give up one car
3 per household, that's an enormous progressive measure and
4 not -- no longer regressive. Thank you.

5 MR. GARRET: Good afternoon. I'm Brett Garret
6 from Santa Cruz. Thank you for holding this meeting.
7 Transportation is very closely interlinked with air
8 quality and climate. And we can and must improve all of
9 the above, transportation, air quality and climate.

10 I see a contradiction in my local governments in
11 Santa Cruz supporting transit demand management on the one
12 hand, while the county wants to build highway lanes, and
13 the city wants to build parking lots.

14 I believe building new automobile infrastructure
15 is basically the opposite of transportation demand
16 management. To meet both goals, transportation and clean
17 air, we need to support transit. In particular, I think
18 we need to support new forms of transit, such as solar
19 powered personal rapid transit or PRT. I'm very impressed
20 with some of the innovative PRT systems that are being
21 developed here in California.

22 For example, skyTran in Mountain View, very small
23 pod cars suspended from an elevated monorail. There's
24 CyberTran in Richmond, which is more of a group rapid
25 transit, larger vehicles on rails with solar panels

1 overhead powering the whole system, and Spartan Superway
2 being developed at San Jose State University.

3 I advocate funding pilot programs using these
4 technologies, so that people can see the potential of a
5 modern personal rapid transit system. These systems are
6 efficient, because pod cars are lightweight, and the
7 system allows going from point to point without stopping.
8 Also, fewer empty seats in motions. I think a train or a
9 bus is pretty efficient when it's full. But what happens
10 we have so many empty vehicles going up and down in the
11 middle of the day that overall it becomes not very
12 efficient.

13 Whereas, pod cars are there when they're needed,
14 and you don't need to run a lot of empty pod cars all over
15 the system in order to provide the service.

16 Elevated transit is safe, because it can -- it
17 can't run over pedestrians. It's above them, and it's
18 fast because it flies over the congested traffic. And
19 it's a small footprint on the ground. Very good land use.
20 It's a very robust form of transportation with low
21 operating costs.

22 There's a system Morgantown, West Virginia that
23 has solved a lot of their traffic issues since the 1970s.
24 It was a Richard Nixon project. Just think what a modern
25 system could do.

1 Please prioritize transit projects over
2 automobile projects. And, in particular, plus support
3 innovative projects that provide new carbon-free
4 alternatives to being stuck in traffic.

5 Thank you.

6 MR. JORDAN: Okay. Two and a half. Thanks,
7 folks, for everything you're doing. And thanks to all the
8 other people here who have been participating in this
9 meeting. My name is Joe Jordan from the west side of
10 Santa Cruz. You may wonder how many -- how we all got
11 here. We all got here in one box, one solar electric
12 vehicle. My Chevy Bolt, B as in Baker. No fossil fuels
13 involved.

14 The only thing that would have been more
15 sustainable -- in fact, we picked up Professor Dan
16 Sperling on the way. He just left the door though, so
17 he's missing this party. But anyway, the only thing that
18 would have been more sustainable would be had we taken the
19 bus and train, but we couldn't quite work out the timing
20 on that one. But anyway, I am going to have enough miles
21 to get back to the west coast.

22 I couldn't have said it better than all of my
23 co-conspirators here from Santa -- the Peoples Republic of
24 Santa Cruz. But I want to kind of concentrate on what
25 Mike Saint said, because we have had this gargantuan

1 battle there amongst people who are all into
2 sustainability at loggerheads on money for really cool
3 sustainable transportation projects, and then money for
4 widening this damn freeway, Highway 1, in rush hour. I
5 don't know if you al have ever experienced that parking
6 lot.

7 And there are better ways to do it. And we need
8 to find those better ways. There's kind of a deal that
9 was made, where money has been allocated. But the RTC,
10 Regional Transportation Commission is going to come crying
11 to you folks asking for money, expecting to get money to
12 build those auxiliary lanes. And there is no good
13 justification for the reasons that Mike Saint just cited.

14 The only possible justification is that it's
15 supposed to increase safety, but it won't. So there are a
16 whole host -- and one of which hasn't been mentioned yet,
17 but we got JUMP bikes just like you folks do here now.
18 We're apparently the only four cities in the country that
19 have this. The electric bikes that are shared.

20 I used to say for a tenth of the cost of the
21 eighth of a billion dollars you want to spend widening the
22 freeway, you could just buy everybody electric bikes.
23 Well, they've essentially done that. And it's a lot more
24 manageable, because those people don't own them. They're
25 not responsible for the bikes. The company is, and it's

1 working wonderfully. Thousands of people are using them.
2 Each bike gets many rides per day. We need to expand that
3 county-wide and all over the state.

4 And with innovative solutions like that, and the
5 PRT, which I was into long before even Brett was. I kind
6 of helped bring him into that. But anyway, go PRT, solar
7 powered PRT. That's future stuff. Maybe not quite so far
8 away as you might think it.

9 But anyway, I think my time is up. But thanks a
10 lot for everything and have at it.

11 (Laughter.)

12 MS. WISE: Good afternoon. My name is Ella Wise,
13 the State Policy Associate from Climate Plan, a network of
14 more than 50 organizations statewide working on creating
15 more healthy, sustainable, and equitable communities.

16 We're really excited by the opportunity provided
17 today, bringing together two powerful bodies in what I
18 think is the fifth largest economy in the world, or
19 something like that recently.

20 One is managing billions of dollars for our
21 transportation system, and the other is leading the world
22 in climate policy. And I'm so excited by the discussion
23 today, prioritizing VMT reduction, and the need for land
24 use and housing change.

25 As staff presented, the State -- the State's goal

1 is clear, we need to reduce transportation emissions. And
2 the scoping plan lays out the path to get there. As
3 already said, in addition to ambitious adoption of
4 alternative vehicles and fuels, we also need ambitious VMT
5 reduction. It's our job to invest in a transportation
6 system that makes it easy and affordable for all
7 Californians to live a healthy and sustainable life.

8 Already, ARB, CTC, and the regions have made
9 progress towards this goal. But as we've discussed, it's
10 not nearly enough. And we've distributed a fact sheet on
11 transportation spending that shows our decisions, and the
12 policies that govern those decisions, perpetuate business
13 as usual.

14 And today, I feel the energy in the room that
15 we're ready for change. In the past, we invested in a
16 transportation system that required everyone to own a car.
17 In the past, we invested in a transportation system based
18 on Californians driving long distances, whenever you
19 needed to get somewhere. In the past, the needs of
20 low-income families and communities of color were ignored.
21 In the past, we let freight pollute our communities.

22 No longer. It's time to shift dollars away from
23 highway expansion, which, as my colleagues have already
24 said, just subsidized driving to invest in transit,
25 biking, walking. And to make those sustainable

1 transportation options an attractive option, and to pair
2 those investments with strong anti-displacement policies.

3 This requires examining and shifting both our
4 investments, and the regulations that guide the
5 investments. Recent research from UC Davis supports the
6 findings in this fact sheet.

7 And I just want to join with colleagues that we
8 are asking for an interagency work group to continue the
9 momentum from this meeting to talk about productive policy
10 decisions that can lead up and be prepared for the
11 December meeting.

12 Thanks very much.

13 MR. SANCHEZ: Hello. My name is Jared Sanchez.
14 I'm with the California Bicycle Coalition, also known as
15 CalBike.

16 I think, like Dr. Sperling, I have been
17 anticipating this meeting quite a bit. I've been on the
18 job for about a year and a half. And I think early on I
19 quickly saw that disconnect and I'm really happy about the
20 conversations that have been happening today.

21 I think they're going in a really positive
22 direction. Thank you for ARB and CTC staff for being able
23 to organize this conversation. Although, it's already
24 been noted that it's mandated. But I'm glad that we're
25 all getting on the same page, and really fulfilling some

1 of those goals that we've all talked about.

2 I just want to take a minute to talk about a
3 letter that CalBike and other organizations submitted to
4 the docket and sent on to around transportation justice.
5 You may ask what transportation justice is. I think it's
6 really set out clearly in the letter, so hopefully you
7 were briefed on that. And if you weren't, just take some
8 time to read that.

9 In the document, we provide some definition of
10 that, and what it means, I guess, in terms of what
11 environmental justice is, and what ARB has already well
12 established into their agency, including the two appointed
13 seats for EJ representation, which has been nothing but a
14 positive step in that.

15 So we submitted the letter. We're also going to
16 be submitting some principles, and some very specific
17 action steps around what transportation justice is. Just
18 to basically lay it out, there's certainly benefits and
19 burdens to the transportation system, which includes, of
20 course, the air pollution, GHG, and all the other burdens
21 that are disproportionately placed on low-income
22 communities, communities of color.

23 There's certainly plenty of benefits that are
24 being implemented as well, including -- which is exactly
25 the access and mobility questions. So it's really taking

1 two sides of the equation and not just focusing on the
2 burdened side, but, of course, focusing on access and
3 mobility and -- just as an important piece of the puzzle
4 there.

5 Just to end up, of course, we are in full support
6 of all the talks around VMT reduction, GHG reduction,
7 zero-emissions freight with certainly alignment with those
8 discussions. And as we see it, transportation justice
9 really underlies all of that, as you can see in the
10 document that we submitted and also the forthcoming
11 principles, which hopefully will be helpful to you all.

12 Just to point out two specific things, as I
13 wrap-up, about some further coordination is, one, real
14 quick is the Low-Income Barriers Study for Clean
15 Transportation, which was led by ARN and just finalized
16 this year. It is a great document that assigns roles and
17 responsibilities to both agencies, including others. And
18 as just mentioned by Ella, this idea around interagency
19 work group would be a great start and to include public
20 members like ourselves and others to that table for future
21 coordination. So thank you.

22 MS. RINCON: Good afternoon. Erika Rincon on
23 behalf of Policy Link. We are also very excited to see
24 the CTC and ARB come together in these joint meetings. We
25 do believe that they represent an important opportunity to

1 really discuss and act on how the State can better address
2 our climate, mobility, and equity goals through
3 strengthening the administrative practices that you lead
4 in both of your agencies and also implementing policies
5 that can really support action and funding toward these
6 goals.

7 We were also one of the undersigned organizations
8 on the transportation justice letter. And I also wanted
9 to express our support for the recommendations outlined in
10 the VMT reduction letter submitted by Climate Resolve and
11 Climate Plan, and the zero-emissions freight
12 infrastructure letter submitted by Center for Community
13 Action and Environmental Justice.

14 The focus of our work and interest really lie in
15 all the different priorities that were laid out in the
16 transportation justice letter and I just wanted lift up a
17 couple pieces of that.

18 One area is that we hope that through these --
19 that through this joint coordination, we can really have a
20 deeper conversation and figure out a way to advance
21 policies that strengthen the public participation process
22 for marginalized communities, so that they can better
23 engage in the decision-making processes with regard to
24 transportation investments that are impacting their
25 communities. As we see far too often, their voice is very

1 much absent from the conversations and the decision-making
2 processes.

3 We also support discussing and advancing
4 strategies that not only make our transportation system
5 more equitable at the State level, but that figure out how
6 to do that at the regional level, and we do believe that
7 the State should take a stronger role in this regard.

8 And lastly, I just wanted to mention that we
9 welcome the opportunity to also discuss how we can better
10 increase access to economic opportunity through targeting
11 all the different transportation jobs and careers that are
12 created within the sector to our communities that are
13 experiencing the highest rates of unemployment and
14 poverty.

15 Thank you so much for these joint meetings, and
16 we look forward to working with you in the months ahead.

17 MR. HAMILTON: A little public service message.
18 Move the mic back. In the other room over there, when
19 people are talking it sounds like an attack.

20 (Laughter.)

21 MR. HAMILTON: It's coming out so garbled at
22 times. So hopefully this spot will get you what you need.
23 We've been dealing with it for, you know, an hour and a
24 half now, so -- two hours.

25 (Laughter.)

1 MR. HAMILTON: So that's eating up my time.
2 Anyway. My name is Kevin Hamilton. I'm the
3 Executive Director of Central California Asthma
4 Collaborative. I too am thrilled by this huge support of
5 AB 179. Anything that brings the agencies together more
6 constructively is going to be win from my perspective.
7 You're asking about tangible things that you could do. I
8 think short-term you could form a committee with
9 membership from the CEC, from the CTC, and from ARB. And
10 certainly the big tent the supervisor recommended would
11 bring the housing folks into that.

12 I think the first thing you should do is take a
13 look at a little something called the Greenhouse Gas
14 Scoping Plan. And through that lens and the lens of the
15 State Transportation Plan, and CEC's strategic plan, lay
16 those documents out side by side with staff and really
17 need some members from these Commissions and Boards to be
18 on that same committee to show, you know, that level of
19 commitment and interest, and to see where they align it,
20 more importantly where they don't, and how we resolve
21 those places where they don't, and help them both fit
22 together more strategically, and more strategically
23 utilize the really limited assets that we have available
24 in the state to solve this huge problem that we have
25 around transportation, housing, climate equity, and just

1 fix this once and for all.

2 Because as long as these plans sit as outliers in
3 their various silos, you're working to that plan. Your
4 staff is working to those plans. So regardless of what
5 happens here, and everybody comes together, feels great
6 about it. I do, certainly. Not being facetious. But if
7 something is going to get done, it has to get done through
8 the lens of the plans you've committed to being the
9 backbone of your work in this state.

10 So that's a substantive thing that you could do
11 in the next year, I would say, if you were to sit down and
12 get after it, develop a report from that with some
13 recommendations about some reconciliation there.

14 The energy folks have SB 350. ARB has -- the
15 list goes on, right? 375, 1550, 197, I mean, 617,
16 398. I don't know. I could just start at 1 and work my
17 way up.

18 (Laughter.)

19 MR. HAMILTON: You folks also from transportation
20 side have SB 1 now. That guides how you have to spend
21 those investments.

22 Again, you're going to have to work through these
23 plans that you've already been mandated to use. You've
24 approved. Your commissions and boards have approved them.
25 Let's take those, distill them, and come up with a single

1 plan that works for all Californians. Thank you.

2 MR. HALL: Good afternoon, Chairs Nichols and
3 Inman, Board members and Commissioners.

4 I brought three items before you today, but the
5 latter two apply only to the ARB, and I entrust them to
6 Chair Nichols to follow up please.

7 And I'll just read this quickly. My name is
8 Kevin Hall. I'm from Fresno. I'm with Valley Climate.
9 And I'm just going to read to keep it sweet.

10 Both bodies here today are quite familiar with
11 the human health risks associated with close proximity to
12 major roadways. And while neither agency has direct
13 land-use authority over adjacent uses, Caltrans does
14 regularly sell remnant parcels created by new freeway
15 construction and existing freeway expansion.

16 The comprehensive review of scientific literature
17 cited in the ARB's guiding document, the May 2017
18 technical advisory, strategies to reduce air pollution
19 exposure near high-volume roadways, includes 236 specific
20 citations. Unfortunately, the Fresno-based work of ARB
21 Board Member Dr. Balmes and his colleagues, titled *Ambient*
22 *Air Pollution Impacts Regulatory T Cell Function in*
23 *Asthma*, did not find its way into the advisory, at least
24 not directly. It was published in 2010. And the lead
25 author is Dr. Kari Nadeau at the Stanford University

1 School of Medicine.

2 A unique meteorological feature of Fresno and
3 much of the San Joaquin Valley is our stagnant air
4 pattern. The diurnal patterns that disperse pollution in
5 other air basins are much weaker in our region during much
6 of the summer, fall, and winter months. This leads to
7 many more hours of exposure, and associated increased
8 health risks than in other parts of the state.

9 This joint meeting of both bodies and the
10 presence of ARB Board Members Dr. Balmes and Dr. Sherriffs
11 offers CTC Commissioners a great opportunity to learn more
12 from the experts, and ideally would lead the Commission to
13 direct staff to further research the issue, and return
14 with a policy recommendation regarding the sale of remnant
15 parcels.

16 Specifically, Caltrans should consider attaching
17 restrictive covenants to the parcels it sells, which would
18 forbid the placement of parks, senior living centers, and
19 other uses that house or attract sensitive receptors.

20 Thank you very much for your time.

21 MS. YOLANDA PARK: Hello. My name is Yolanda
22 Park. And I am the environmental justice program at
23 Catholic Charities of the Diocese of Stockton. And I
24 thank you very much for this opportunity to speak to you
25 all today. It's hot outside, so I'm glad to be inside.

1 I think these joint meetings are a great
2 opportunity. And it's very exciting that we can all come
3 together on these issues of equity, health, and air
4 quality, and transportation, especially for our most
5 vulnerable communities. I appreciate that the CTC and ARB
6 understand that adding road capacity is not the answer to
7 reducing air pollution or VMT. However, this message
8 really needs to be made loud and clear at the local and
9 regional level.

10 Unfortunately, there are COG staff and Board
11 members in the valley who do not share the same concerns
12 regarding VMT, and do not consider VMT reduction as
13 coinciding with GHG reduction, or being a part of it.
14 This also in -- tends to include city council as well.

15 The RTP SCS does not have any teeth for
16 enforcement. Often, our biggest argument that advocates
17 can make is how a good RTP SCS has a better shot at
18 getting funding. We hope that this will be addressed.

19 Displacement is another issue. Therefore, we
20 hope to see investments in sustainable mobility modes
21 accompanied by robust strategies to minimize these
22 displacement pressures. I invite you to consider the
23 framing document titled *More Choices Less Traffic:
24 Achieving Greater Efficiency and Equity from California's
25 Transportation Investments*, and the fact sheet, *Assessing*

1 California's Transportation Spending titled *New Goals, Old*
2 *Thinking California's Climate Goals and Transportation*
3 *Dollars.*

4 We hope to see the establishing of an interagency
5 work group or advisory committee to continue working on
6 these issues in the interim between these joint meetings
7 inclusive of public stakeholders.

8 Please don't hesitate to reach out to us. We
9 always welcome the opportunity to work with you. Thank
10 you.

11 MR. ESPINO: Good afternoon. Thanks for the
12 opportunity to address this joint meeting. My name is
13 Joel Espino. I'm environmental equity legal counsel with
14 the Greenlining Institute. We've been advocating for
15 racial and economic justice in California for 25 years.

16 I'll open with quoting social justice activist
17 and poet Audre Lorde, "There is no such thing as a
18 single-issue struggle, because we do not live single-issue
19 lives".

20 I open with this, because I want to emphasize a
21 theme many have commented on today. These two bodies
22 collectively are charged with addressing many entrenched
23 and complex problems. And so increasingly, we need
24 agencies to implement interdisciplinary strategies and
25 actions that promote happy, health, and proper --

1 prosperous lives for all, regardless of race or income.

2 An easy way to do this is to leverage the
3 spending power of both of these agencies to promote
4 inclusive and equitable economic opportunities. People
5 will build and maintain infrastructure in technologies and
6 projects will need materials and services.

7 To ensure these two bodies help fight
8 California's affordability crisis, we need to make sure
9 our most vulnerable people and most diverse businesses can
10 benefit most from these economic opportunities. I know
11 both bodies are doing work around these topics and we
12 commend that. And at the same time, there's a great
13 opportunity to do more.

14 Greenlining looks forward to working with the
15 California Air Resources Board and California
16 Transportation Commission, and with our partners here to
17 reform our transportation sector to make sure it is more
18 fair and just.

19 Thank you for your time.

20 MR. BAKER: Good afternoon. Matthew Baker with
21 Planning and Conservation League. Happy to be here.

22 At the risk of sounding redundant, I would like
23 to emphasize a few points that came out of the Climate
24 Resolve framing document that was provided to you, and
25 have certainly been talked a lot about today, points

1 speaking to the question of why VMT reduction is so
2 important.

3 I think it is important to be repetitive on these
4 points, that -- even though it may be redundant for this
5 group, it's -- many of the venues that I operate in it is
6 not at all redundant, and I think it needs to be better
7 expressed.

8 VMT reduction is certainly at the nexus between
9 transportation planning and land-use planning. It has not
10 only become the primary metric for gauging greenhouse gas
11 emission reductions from better land use, more compact,
12 smarter land use, and providing more transportation
13 choice, but it has also become a very good proxy metric
14 for all of the co-benefits that -- to public health and
15 social equity and natural resource conservation, that that
16 improved land-use and transit -- transportation choice
17 provides.

18 But on the climate question, in particular, you
19 know it is -- as extremely important as zero-emission
20 vehicles and clean energy are to reaching our climate
21 goals, as ARB staff has found in their scoping plan and
22 reported earlier, electrification of vehicles and clean
23 energy are not alone going to meet our climate goals. We
24 still need significant amounts of VMT reduction from
25 improved land use and transportation choice.

1 Tailoring our transportation investments to
2 achieve this VMT reduction, I think is really one of the
3 central challenges before us right now. And we are very
4 excited to see this cross-agency meeting begin to address
5 these challenges. And we look forward very much to
6 working with you in the coming months and years to help
7 find some of these solutions.

8 Thank you.

9 MS. POSTIGLIONE: Good afternoon, Board members
10 and Commissioners. Esther Postiglione with California
11 Walks. I just want to start off by thanking you all for
12 your time and being here. I know we're here because we
13 have to be, but it's great to see everyone in the room. I
14 also really appreciate all the effort that went in by
15 staff at ARB and at CTC with preparing the presentations
16 and framing the dialogue for today.

17 Something that I'm really hopeful and glad to
18 hear from today's meeting was this interest in alignment
19 of programs and investments for positive transportation,
20 climate, air quality, and equity outcomes. And I think
21 that's really great. I think echoing what some of our
22 partners have said already, this is something we'd love to
23 move towards with a particular interest in diving more
24 into mobility justice, as our partners at CalBike and
25 Policy Link said, as well as zero-emission goods

1 transport, and, of course, VMT reduction, as Cal Walks,
2 with an emphasis, of course, in active transportation.
3 We'd love to see that shift in modes.

4 And I think that all of these things together
5 will help us reach our State goals. So I'm really hopeful
6 in hearing some of that dialogue today that we can get
7 there together.

8 I think another that I'll echo from our partners
9 is just the benefit that we see not just this these joint
10 meetings, but also in hopefully creating a space where we
11 have an interagency work group that's open to some of our
12 public stakeholders and members to be a part of this
13 processes. Especially given the six months till the next
14 joint meeting, it would be great to have a lot of the
15 partners here in the room at the table to help inform and
16 share information that we have.

17 You know, of course, here, you've heard a lot of
18 comments from experts on VMT reduction, on mobility
19 justice, and on, you know, zero-emission good transport.
20 And I think it would be great to have these people in the
21 room to help talk about those issues in advance of the
22 December meeting.

23 So again, thank you so much of your time, and for
24 allowing this time for public comment.

25 Thank you so much.

1 MS. FLETCHER: Okay. Hopefully this is not an
2 attack to people in the overflow room.

3 So my name is Chanell Fletcher, and I am the
4 director of Climate Plan. As Ella noted, we are a network
5 of over 50 non-profit organizations working together to
6 advance healthy, sustainable, and equitable communities.
7 I heard a couple of commissioners kind of share their
8 confusion at the intent of this bill.

9 As a co-sponsor, I just want to read to you a
10 quote that sparked this idea for us a couple of years ago.
11 And this quote is actually from the 2014 State Smart
12 Transportation Initiative, which was actually commissioned
13 by the California State Transportation Agency. And it
14 says, "Nor is Caltrans or for that matter the State
15 Transportation Agency or the CTC a major player in
16 ensuring the regions are moving towards lower VMT
17 development as envision in SB 375, even though much of the
18 work done in the region is funded through State STIP
19 monies".

20 So again, this is not a report that we did. This
21 is actually a report that was commissioned by the State
22 Transportation Agency. And when we read that in 2014, we
23 weren't thinking as an attack on the CTC. It wasn't an
24 attack on the regions. It wasn't an attack on Caltrans.

25 I think I worked with all folks at those

1 agencies, and I have a ton of respect for what they do.
2 We saw it as it could either be, A, a challenge, or B, an
3 opportunity. We think it's a huge opportunity. And one
4 the reasons why we co-sponsored this bill was because we
5 thought it would be a great chance for ARB and CTC to come
6 together to learn from one another, build strong
7 relationships and start thinking about what we need to do
8 to achieve our climate goals, our transportation goals,
9 while improving the quality of life for all Californians.

10 We are excited about this first meeting, and
11 future meetings, and real excited to start thinking about
12 what can we do, and how do we need to do it to get to both
13 our transportation goals and to our climate goals.

14 We stand in strong support with our fellow
15 advocates that you've heard talking about VMT reduction,
16 and transportation justice. And we would love to continue
17 to be a partner with you through the interagency work
18 group, if possible. If not, we are happy to continue
19 meeting with CTC staff, ARB staff, and also ARB Board
20 Members and CTC Commissioners.

21 Thank you so much.

22 MR. MAGAVERN: Good afternoon. I'm Bill Magavern
23 with the Coalition for Clean Air. And I agree with the
24 comments many of my colleagues have made about VMT
25 reduction and transportation justice. So I will not

1 repeat those.

2 I did notice there was a white paper that came
3 out earlier this year from the National Center for
4 Sustainable Transportation called *Aligning California's*
5 *Transportation Funding with its Climate Policies*.

6 And they say in this paper, "This exploration
7 reveals that the State framework for funding
8 transportation is largely disconnected from its
9 transportation related climate goals, and that its
10 ambitious climate objectives are not fully reflected in
11 its practices for allocating transportation revenue".

12 So I really hope that that's something that all
13 of you here can fix, probably along with the Governor and
14 the legislature.

15 I can remember a time when people were saying
16 that SB 375 was going to fix that, and it really has not.
17 And it really, as a law, it just does not have the
18 strength to do that. And so I appreciated it Professor
19 Sperling's comment earlier, I agree, the SCSs have been
20 too weak to accomplish what we need to accomplish.

21 And so I think we need -- we do need higher
22 targets in SB 375, but we also need stronger tools period
23 than that tools period than that tool.

24 And also, this paper that I quoted from talks
25 about climate. But it is equally important to align our

1 air quality standards with transportation funding. And I
2 remind you that our air quality standards under the
3 federal Clean Air Act subject us to obligations to come
4 into attainment. And one of the punishments, if we do not
5 attain clean air, is to lose federal transportation
6 dollars. So something that we all need to do is to make
7 sure that transportation projects are contributing to
8 making our air cleaner and not dirtier.

9 And I think one model for that is the
10 multi-agency Sustainable Freight Action Plan, and that all
11 transportation projects should follow the guiding
12 principles of that plan.

13 I also appreciated Commissioner Alvarado's
14 comments about the potential for automation to drive up
15 vehicle miles traveled. I'm very concerned that in the
16 absence of shared mobility, that will happen, and it will
17 also, in the absence of electrification, will also lead to
18 increased emissions.

19 And finally, I just wanted to say I know that as
20 State officials, you are constrained in what you can say
21 about ballot measures, but I'm not. So I will say that we
22 need to make sure that we're not going backward. And the
23 Coalition for Clean Air opposes the ballot measure which
24 would repeal the revenues associated with SB 1.

25 Thank you.

1 MS. KHAMOUSHIAN: Good afternoon. Linda
2 Khamoushian with the California Bicycle Coalition.

3 I want to appreciate everyone's time, effort, and
4 energy for bringing this meeting together. I want to echo
5 the voices of my colleagues and the suggestions that has
6 been presented today. We do like to see that in the
7 short-term to get us to the December meeting to have this
8 work group, where we can be involved in the process of
9 highlighting our priorities.

10 I want to appreciate -- I want to, you know, give
11 appreciation for the level of sophistication that this
12 conversation has brought up in a way that I really haven't
13 seen before honestly. And so thank you for your
14 acknowledgement of the issues, and also effort towards
15 reaching a quality of life that we really need to see. I
16 want to recognize that we've all been sitting here for
17 three hours. And I want you to feel what it feels like in
18 your body, and compound that by ailments, and stresses,
19 and children that your worried about. And that's what
20 people have to go through every day, day in and out when
21 they're getting to and from work wherever they're going.

22 We've really -- these crises that we talk about,
23 they weren't -- they didn't happen overnight, you know.
24 They were -- they're decisions made piece by piece,
25 meeting by meeting that really compound over time. And so

1 how can we be more deliberate? How can we be more
2 intentional, and how do we bring in the expertise that we
3 all have to really show that we care, not just for the
4 economy, which is important, and we know that we need to
5 uphold that, but also for the well-being of everyone in
6 California, and for their day-to-day experience.

7 And so that they can get behind such efforts when
8 it becomes critical. Thank you.

9 MR. GRIESENBECK: Good afternoon. My name is
10 Bruce Griesenbeck. I'm from the Sacramento Area Council
11 of Governments. And I want to thank Assembly Member
12 Cervantes and others for getting us to this point. I also
13 want to thank Chair Nichols and Director Bransen for your
14 work and your staff's work in assembling a great program
15 for today.

16 And thanks to the assembled Commissioners and
17 Board Members for just your engagement in the conversation
18 today. It was really inspiring.

19 The word golden opportunity came up several
20 times. And we do think that this process is a golden
21 opportunity to get better alignment between the longer
22 range plans, and the shorter range programs, and the
23 investments that are being made transportation to leverage
24 that and get better outcomes in terms of all the things
25 that we want to accomplish in terms of the economic

1 prosperity, reducing congestion, producing greenhouse
2 gases, and getting a more equitable and prosperous world
3 for all of us. So definitely want to echo that. Really
4 appreciate the emphasis.

5 I wanted to give a little bit of a heads up. In
6 our next SCS, a big priority for our region will be how do
7 you -- how do we leverage our transportation investments
8 to get more economic development and more economic
9 prosperity. And at the same time address some of the
10 equity issues that are present in our region. So
11 appreciate those comments from the Commissioners and Board
12 Members here.

13 Housing affordability came up in many different
14 ways. And in our region, we have a lot more in common on
15 the housing -- on the cost to developing and the
16 difficulty of developing housing with the coastal
17 communities, but we have incomes more, and an economy
18 that's more in common with the Central Valley. So we have
19 low housing production, and high cost burden especially in
20 lower income households. We do want to find a way to
21 leverage our SCS to solve that problem and we'd appreciate
22 this collected group's help in doing that.

23 And then finally, I wanted to say something about
24 innovation. I really appreciate the comments that -- on
25 housing, particularly Commissioner Dunn and Board Member

1 Serna, appreciate your comments on some of the obstacles
2 that there are to housing productions.

3 On innovation, I definitely wanted to thank Board
4 Member Sperling and Commissioner Guardino and others for
5 their comments on the need for innovation. Transportation
6 is innovating very, very quickly. And I think our
7 planning and our funding processes are probably not
8 innovating as quickly.

9 My Executive Director James Corless was before
10 the CTC to talk about one of our innovation programs Civic
11 Lab. Stay tuned, there's more to come on that. But we
12 can't get in the way of innovation as we do this.

13 Thank you.

14 MS. ELENES: Good afternoon, Board Members and
15 Commissioners. My name is Grecia Elenes. I work for the
16 Leadership Counsel for Justice and Accountability, a local
17 non-profit based in the Central Valley and the Eastern
18 Coachella Valley, working directly with low-income
19 communities in disadvantaged areas to ensure that their
20 priorities are elevated at the local, regional, and
21 statewide levels.

22 And, you know, working on a host of issues
23 including transportation and climate goals, which brings
24 me here today. And, you know, we have a really great
25 opportunity to unite and collaborate, not just between

1 these two instrumental agencies, but especially with our
2 environmental justice communities, who are often an
3 afterthought whenever we're having these conversations?

4 You know, we must all work together to achieve
5 California's ambitious climate goals, and improve our
6 community's environment, health, and transportation
7 access. We're also used to working in these silos, but
8 it's finally time to break down these walls and be more
9 intentional about really working together, and including
10 all these, you know, agencies, organizations, and
11 especially community members and meeting them where
12 they're at.

13 We have this opportunity to improve these
14 existing programs and target existing funding sources, so
15 is that they work for everyone, and again, especially for
16 those who need it most. These programs must be improved,
17 so that they're inclusive and reflective of community
18 priorities and their concerns. And the solutions
19 oftentimes are best when they come out of community ideas
20 and they're the ones driving these solutions.

21 So if we're like really serious about achieving
22 our goals and improving our communities, we must meet with
23 them where they're at. We must be able to go to the
24 Central Valley, the Eastern Coachella Valley, L.A., the
25 Bay Area everywhere to ensure that everyone is being part

1 of this conversation and we're not excluding anyone.

2 Yeah. Thank you. Appreciate it.

3 MR. KENNY: Good afternoon. I'm Ryan Kenny with
4 Clean Energy. We are the nation's largest provider of
5 renewable natural gas transportation fuel. And we have
6 been early and aggressive supporters of many of the
7 programs at ARB including the LCFS and sustainable
8 freight.

9 Our fuel -- renewable natural gas can be up to
10 negative 270 CI, our engines, low-NOx engines, are 99
11 percent cleaner than diesel, and, of course, our industry
12 does contribute to the reduction of short-lived climate
13 pollutants.

14 I'm here to just remind everyone the value of low
15 NOx vehicles and renewable natural gas in relation to
16 short-term and long-term strategy on air quality and
17 climate goals.

18 Bill Magavern mentioned earlier federal
19 attainment goals. And ARB's mobile source strategy
20 document did call for 900,000 low NOx vehicles by the year
21 2031. And we do believe that the industry has a role to
22 play in meeting the federal attainment goals of 2023 and
23 2031.

24 I'll also mention too that as the strategies are
25 considered, we do ask that you consider the cost

1 effectiveness of the vehicles as well. Electrification
2 does have its place. But in the heavy duty space, it is
3 taken far -- longer to come along. And there -- low NOx
4 vehicles are a fifth to a tenth keeper than electrified
5 systems.

6 We also ask that you consider all technologies,
7 not picking winners and losers, and let all fuels compete
8 to meet the respective goals.

9 Thank you.

10 MS. ROSA PARK: Good afternoon. I'm Rosa De León
11 Park with the Stanislaus Council of Governments. Thank
12 you for the opportunity to speak Madam Chair and
13 Commissioners, and Board members. I just wanted to bring
14 up to your attention also something that, you know, we're
15 hearing all these comments about. And Bill Higgins I
16 think spoke for the CalCOG as we all -- he represents most
17 of the Councils of Government. And I am a Metropolitan
18 Planning Organization, and also the regional
19 transportation planning for the State mandates.

20 But when we're talking about roads, when we're
21 developing our regional transportation plans, a good road
22 is necessary for -- and especially in our area, where
23 we're more of an agricultural area. Not all the regions
24 are the same, so we have to take in perspective what is in
25 our regions.

1 First of all, we're a mix of a herbal -- rural
2 and urban area. So our roads are important, having
3 saved -- you know, not having good interchanges that are
4 safe for our goods and our -- for the people that are
5 living and driving in those areas are also very critical.

6 Health is important, air quality is important in
7 our area. We take all of those things into account. We
8 work with all of our local agencies in our communities.
9 We also have developed other committees in our area to
10 engage the health community to be part of our planning
11 processes as we are developing our Regional Transportation
12 Programs.

13 We've have -- we're talking about the economy and
14 prosperity of our region. We just passed a half cent
15 sales tax in our community, and we heard loud and clear of
16 our -- the residents that they wanted to improve their
17 roads. So that's one thing.

18 But they also wanted to have transit in other
19 areas. So we have a pilot program that -- thanks to UC
20 Davis that is supporting us on that program. It's also to
21 help the disadvantaged communities to get to where they
22 need to get, because transit is always not available on
23 the rural areas of our region.

24 So we are working with what we can trying to make
25 a balance. But it is important that we have improvement

1 in our region and at all levels. And health is something
2 that we take into consideration.

3 ARB CHAIR NICHOLS: We've gotten through the list
4 of public speakers, which is great. We have as many
5 people who came to speak to us as we have people here.

6 (Laughter.)

7 ARB CHAIR NICHOLS: So we've heard a lot. And
8 it's all been positive and much appreciated.

9 We do need, I think, to wrap-up this meeting with
10 a little bit of a sense of what happens next. And before
11 we do that, I'd like to ask everybody to take like one
12 minute to stand up and stretch, because I think we do need
13 to do that. It's been a long time.

14 (Off record: 4:15 p.m.)

15 (Thereupon a recess was taken.)

16 (On record: 4:16 p.m.)

17 ARB CHAIR NICHOLS: All right. That's enough. I
18 could stretch some more too.

19 Okay. Let's just get back together briefly, and
20 then we can break up and socialize or whatever.

21 Is there anybody among the group of Board
22 Members, Commissioners, if I may, get you back into your
23 places again.

24 Almost. We're close. Very close indeed. I
25 always have to call on at least one person. Okay.

1 Quiet. This is great.

2 I believe we did not hear from every member of
3 the Boards or Commissions who wanted to speak. I know you
4 mentioned that we saw Mr. Van Konynenburg.

5 CTC CHAIR INMAN: Konynenburg.

6 ARB CHAIR NICHOLS: Konynenburg, sorry.

7 CTC COMMISSIONER VAN KONYNENBURG: So thank you.
8 And thank you for everyone who spoke today.

9 For staff, as you prepare for the next meeting, I
10 have two questions. And please don't take these questions
11 as judgmental. They are without judgment. They are
12 honest. We heard a lot of talk today about making a big
13 push to reduce VMT. And Joe Jordan, I appreciated his
14 comments. He came today in a solar powered Chevy Volt.

15 So if everyone was Joe Jordan would reductions --
16 and had a zero-emission vehicle, give me the break down of
17 how that wouldn't -- how we would -- that would not
18 meet -- help us meet our greenhouse gas goals? So walk me
19 through that one a little bit more in detail, because I'd
20 like some more information on that.

21 The second thing is we had a lot of speakers who
22 talked about that they didn't want to see any new capacity
23 projects at all. And I don't know if they meant anywhere
24 in the State, or in their specific geographic location.
25 That was not clear to me.

1 But you've heard also a lot of areas of the state
2 rely on goods movement as an integral part of their
3 economy. And when their economy is more -- has more
4 vitality, there's an increase in goods movement.

5 You also heard -- I also know that many areas are
6 working on comprehensive corridor plans. And part of
7 their comprehensive corridor plans is multi-modal, but it
8 always calls for capacity increases.

9 Also, there are many self-help counties that have
10 passed revenue measures that the voters have, by more than
11 two-thirds of the voters, because that's how those type of
12 revenue measures must pass, call for specific
13 capacity-increasing projects. And SB 1 has
14 capacity-increasing projects.

15 So what I'd like to hear specifically is, is
16 there agreement on the staff level over that -- that going
17 forward capacity increases are going to be a part of it or
18 is -- is there a notion that we are looking to, in certain
19 areas, put brakes on capacity projects, or in general
20 capacity projects. I want to hear some real clarity on
21 that, because obviously there were a lot of comments on
22 that today. And I think -- I'd like to hear some clarity
23 from -- before our next meeting on that. Okay? Thanks.

24 Thank you again.

25 ARB CHAIR NICHOLS: There's an important to-do

1 list. And I can commit to ARB staff, because they know
2 they've worked on a lot of these issues. I can't speak
3 for CTC staff, but I think we could do a draft of
4 something, and make sure at least they have an opportunity
5 to see if we are in agreement, and if not, to highlight
6 where the disagreements are.

7 CTC CHAIR INMAN: We have a small but mighty
8 staff, so --

9 (Laughter.)

10 ARB CHAIR NICHOLS: Well, maybe that speaks to
11 the next step, which is I heard a suggestion made early on
12 that -- oh, sorry.

13 CTC CHAIR INMAN: Sorry, Chair Nichols, we have
14 another.

15 ARB CHAIR NICHOLS: Excuse me. Excuse me. I
16 looked in the wrong direction.

17 CTC CHAIR INMAN: Commissioner Earp.

18 CTC VICE CHAIR EARP: I am in complete agreement
19 with the comments, particularly that identify the value of
20 this initial conversation, which was good, but the
21 important and the necessity of us taking the next meeting
22 to a place where we can identify specific goals. When we
23 start talking about housing, we can talk about housing all
24 day. But if we're going to really talk about how we can
25 really encourage a better nexus between housing, jobs, and

1 transportation, we're going to be treading on some
2 controversial ground that everybody knows that we've --
3 you know, it becomes political.

4 And so we're going to have to -- to do, as Mr.
5 Sperling says, and that is figure out what are attainable
6 goals that we, within our charged jurisdictions, can do
7 specifically. We're not going to change the world, but we
8 could do some things that are pretty historic when it
9 comes to agencies working together on very important
10 issues, transportation, housing, jobs, environment,
11 health. It doesn't get more important than that. So I
12 think that there are things that we can do that will begin
13 to at least approach those.

14 And finally, my last thought is we heard a lot of
15 feedback today from the environmental community, from the
16 environmental justice, from alternative transportation
17 advocates. And I commend them for being here and sitting
18 through three hours. And I think that is important.

19 We heard nothing really from the business
20 community. We heard nothing. We need to hear more from
21 business, from labor, from those that are part of that.
22 And I think we should probably find out why. We should
23 probably do a little bit more outreach.

24 I'm not the Chair, but --

25 ARB CHAIR NICHOLS: That's right. We had Mr.

1 Ghielmetti and then Mr. De La Torre.

2 CTC COMMISSIONER GHIELMETTI: I think I'm the
3 only home builder in the room. And obviously housing is
4 in a crisis situation in the State of California.

5 I want to applaud everyone who came to this
6 meeting, and all the speakers. I agree business needs to
7 be more involved. I'd like to see more home builders
8 involved so you really understand the problems that we're
9 faced with in terms of getting entitlements in the right
10 places to put the houses where we need the houses. And
11 we've built transportation transit systems in the Bay Area
12 where we have municipalities that will refuse to open up
13 their properties for development. And that's where the
14 housing should go, where we can put it on existing transit
15 systems that we've already paid for.

16 Caltrain is one of them. We had the fellow from
17 Santa Rosa, the SMART Train we just invested in, as well
18 as BART in the East Bay. So I would like to see housing
19 become more involved in this group, so we can talk about
20 it, because if we don't put all those pieces of the puzzle
21 together, we'll never solve the problems that we've been
22 talking about today.

23 Thank you.

24 ARB CHAIR NICHOLS: Hector.

25 There you go.

1 ARB BOARD MEMBER DE LA TORRE: That's really a
2 good place for it.

3 (Laughter.)

4 ARB BOARD MEMBER DE LA TORRE: So goods movement,
5 the Sustainable Freight Strategy. We both were part of
6 that process. It just makes sense to pick up where that
7 left off, and work together, whatever our next steps are.
8 It just makes sense to pick up where that left off and see
9 where we can come up with some collaborative efforts
10 there.

11 Thank you.

12 ARB CHAIR NICHOLS: Thank you.

13 Yes, Judy.

14 ARB BOARD MEMBER MITCHELL: I think that a lot of
15 the speakers that came forward made references to forming
16 an interagency subcommittee group, which I think is a
17 smart idea. And there's so much to work on. I know
18 everybody is busy. I don't know who has time to do this,
19 but I think it makes some sense. Since our meetings are
20 twice a year and spread out, that perhaps an interagency
21 subgroup could take on the task of working out some
22 details of the topics that we choose we want to work on
23 together.

24 So one thing we heard a lot about was VMT
25 reduction. That's a big topic, but -- and I'm suggesting

1 it's a topic that we might consider taking on, because it
2 encompasses a lot of different areas that cross across --
3 go across the borders of what we both work on,
4 transportation and air quality.

5 We mentioned that autonomous vehicles are the up
6 and coming thing. And there's a concern, as Mr. Alvarado
7 said, about that increasing VMT. I think that's a true
8 concern, but I think there are -- there are innovative
9 ways to deal with that. And it's something I think is
10 right on the horizon that we probably ought to start
11 looking at and develop some -- some sort of policies
12 around before it gets away from us.

13 So that's another area that I think is really
14 important, and it also -- and fits into that envelope of
15 VMT reduction. So those are some initial thoughts I have
16 about what we heard today.

17 ARB CHAIR NICHOLS: Anybody else?

18 Okay. Seeing no more hands up, suggestion for
19 what to do next, which is each of us have staff who can
20 speak to the individual Board Members and canvas them
21 following this meeting. We've got notes taken as well as
22 a transcript, so we can distill a lot of what we heard.
23 But I think it's important that we regroup through our
24 Executive Officers, and as Chairs, and get back to you
25 with a proposal or proposals about what to do next, not

1 just in terms of an agenda for a meeting, but also of what
2 could be done between now and the next meeting to engage
3 those members of the two Boards and Commissions that are
4 able and willing to throw themselves into this a little
5 bit further.

6 I heard a number of people who seemed like they
7 were willing to volunteer for some further work. So I
8 certainly don't want to -- not take advantage of that.
9 But is that acceptable from your perspective.

10 CTC CHAIR INMAN: Yeah, I mean, I think that's a
11 good step. I think there was so much dialogue here, and I
12 really appreciate everybody participating. I think to
13 Commission Earp's position, there are also a lot of folks
14 that weren't here, and we could grow the tent way beyond
15 whatever, but still realistically to Commissioner
16 Ghielmetti's and other's thoughts, you know, we need to.

17 I think also to Board Member De La Torre's
18 mention of the model, the three-legged stool we have for
19 sustainable freight, I think it's a good framework for all
20 of us.

21 I don't believe we'll ever finish that, because I
22 think the freight sector is so dynamic, and -- but we
23 get -- we have to keep going, and we all know
24 collectively. I may be the only person that serves on
25 advisory boards -- or advisory committees on all three

1 legs, but happy to do that. And I think that it is an
2 important topic for all of us. Because while we look at
3 the vehicle miles traveled, clearly our freight sector
4 plays a role in that, and can maybe -- you know, I think
5 planning early and often is going to be important to how
6 we address that.

7 So I would just -- the only suggestion I would
8 make Chair Nichols is that maybe we include our Vice
9 Chairs, just -- you know, and our Executive Director and
10 our Chair and Vice Chair --

11 ARB CHAIR NICHOLS: Um-hmm.

12 CTC CHAIR INMAN: -- just because, you know,
13 there's -- it seems to me a lot of work to be done.

14 ARB CHAIR NICHOLS: A little help. We could use
15 the help.

16 CTC CHAIR INMAN: Yeah.

17 ARB CHAIR NICHOLS: Vice Chair Berg is often
18 volunteered by me for the really tough assignments, so
19 that would be great.

20 CTC CHAIR INMAN: Okay. Then we just delegate
21 and you and I will go the pool.

22 ARB CHAIR NICHOLS: Exactly.

23 (Laughter.)

24 ARB CHAIR NICHOLS: Yeah, I think that's right.
25 I would just comment on one thing, because I heard a lot

1 of interest on the part of the people who were here today
2 from the public in being more involved in some way or
3 another in this new joint process. And I think it's
4 important -- we certainly today I think have modeled, you
5 know, how we do a good public meeting. But if we really
6 were going to start to get involved in developing, let's
7 say, action plans or documents, we probably are going to
8 be then subject to all of the requirements for the Open
9 Meetings Act for those bodies too.

10 So we just need to think about what we're really
11 taking, because as was pointed out, not everybody who's
12 interested in this issue was here, so -- but there may be
13 some workshop kinds of things that we can do that would be
14 a little more informal and still allow for people to want
15 to be involved to get involved.

16 Any other business to come before this body
17 today?

18 CTC CHAIR INMAN: Okay. Thank you, everybody.

19 ARB CHAIR NICHOLS: Thank you.

20 CTC CHAIR INMAN: And we -- we'll have our first
21 adjournment. So here we go.

22 ARB CHAIR NICHOLS: All right. We are adjourned.
23 Thanks, everybody. Good work.

24 (Thereupon the California Air Resources Board and
25 California Transportation Commission meeting

1 adjourned at 4:31 p.m.)

2 C E R T I F I C A T E O F R E P O R T E R

3 I, JAMES F. PETERS, a Certified Shorthand
4 Reporter of the State of California, do hereby certify:

5 That I am a disinterested person herein; that the
6 foregoing CARB and CTC meeting was reported in shorthand
7 by me, James F. Peters, a Certified Shorthand Reporter of
8 the State of California, and was thereafter transcribed,
9 under my direction, by computer-assisted transcription;

10 I further certify that I am not of counsel or
11 attorney for any of the parties to said meeting nor in any
12 way interested in the outcome of said meeting.

13 IN WITNESS WHEREOF, I have hereunto set my hand
14 this 11th day of July, 2018.

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22 Certified Shorthand Reporter
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