

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

VIRTUAL MEETING

FRIDAY, JULY 17, 2020

1:02 P.M.

JAMES F. PETERS, CSR  
CERTIFIED SHORTHAND REPORTER  
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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

Dr. John Balmes

Mr. 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 Daniel Sperling

CTC COMMISSIONERS:

Mr. Hilary Norton, Vice Chair

Ms. Yvonne Burke

Mr. Rocco Davis

Ms. Lucy Dunn

Ms. Lee Ann Eager

Mr. Carl Guardino

Ms. Fran Inman

Ms. Christine Kehoe

Dr. Joseph Lyou

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

CALIFORNIA TRANSPORTATION AGENCY:

Mr. David Kim, Agency Secretary

CARB STAFF:

Mr. Richard Corey, Executive Officer

Ms. Edie Chang, Deputy Executive Officer

Mr. Steve Cliff, Deputy Executive Officer

Mr. Kurt Karperos, Deputy Executive Officer

Ms. Ellen Peter, Chief Counsel

Ms. Veronica Eady, Assistant Executive Officer

CTC STAFF:

Mr. Mitch Weiss, Executive Director

Ms. Dawn Cheser, Deputy Director

Mr. Garth Hopkins, Deputy Director

Mrs. Laura Pennebaker, Associate Deputy Director

Mrs. Teresa Favila, Associate Deputy Director

Mrs. Laurie Waters, Associate Deputy Director

Ms. Brigitte Driller, Assistant Deputy Director

Mr. Matthew Yosgott, Associate Deputy Director

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

CTC STAFF:

Ms. Christine Gordon, Associate Deputy Director

Ms. Amy Macpherson, Public Information Officer

Mr. Doug Remedios, Clerk of the Commission

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
STAFF:

Mr. Gustavo Velasquez, Director

Ms. Megan Kirkeby, Deputy Director

Ms. Nurulain Kausar, Housing Policy Development Manager

Mr. Paul McDougal, Housing Policy Development Manager

Ms. Sohab Mehmood, Housing Policy Development Specialist

SPECIAL GUESTS:

Assemblymember Timothy Grayson, California Assembly  
District 14

Mr. Colin Parent, Executive Director, Circulate San Diego

Mr. Michael Pimentel, Deputy Executive Director,  
California Transit Association

Mr. Fraser Shilling, Co-Director, Road Ecology Center,  
University of California, Davis

ALSO PRESENT:

Ms. Julia Jordan, Leadership Counsel for Justice and  
Accountability

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

CTC VICE CHAIR NORTON: Good afternoon, everyone. Thank you for attending today's virtual joint meeting between the California Transportation Commission, California Air Resources Board, and California Department of Housing and Community Development. These meetings normally take place in diverse locations around the state. However, containment measures surrounding COVID-19 have required us to adjust to a webinar format. Please practice grace and empathy today. Everyone is doing their best to make the most of a very difficult situation.

Let's begin with calling the roll. Douglas Remedios will call the roll for the Transportation Commission.

CTC CLERK REMEDIOS: Commissioner Alvarado?

Commissioner Burke?

Commissioner Burke?

Commissioner Davis?

Commissioner Davis?

Commissioner Dunn?

CTC COMMISSIONER DUNN: Present.

CTC CLERK REMEDIOS: Commissioner Eager?

CTC COMMISSIONER EAGER: Here.

CTC COMMISSIONER DAVIS: Commissioner Davis is here. I was having a problem with my device. Sorry.

1 CTC CLERK REMEDIOS: No problem. Thank you.

2 Let me unmute. Where did he go?

3 Commissioner Guardino, I'm trying -- there you  
4 go. Now, you're unmuted.

5 CTC COMMISSIONER GUARDINO: Present and thank  
6 you.

7 CTC CLERK REMEDIOS: Thank you, Commissioner.  
8 Commission Inman?

9 CTC COMMISSIONER INMAN: Present.

10 CTC CLERK REMEDIOS: Commission Kehoe?

11 CTC COMMISSIONER KEHOE: Here.

12 CTC CLERK REMEDIOS: Commissioner Lyou?

13 CTC COMMISSIONER LYOU: Here.

14 CTC CLERK REMEDIOS: Commissioner Tavaglionone?  
15 Vice Chair Norton?

16 CTC VICE CHAIR NORTON: Present.

17 CTC CLERK REMEDIOS: Commissioner Burke?  
18 Senator Beall?

19 Assemblymember Frazier?

20 Madam Vice Chair, we have a quorum.

21 CTC VICE CHAIR NORTON: Great. Thank you. Now,  
22 I'd like to call on Chairwoman Mary Nichols to ask for  
23 CARB's clerk to call the roll for the CARB Board members.

24 ARB CHAIR NICHOLS: Yes. I will ask the CARB  
25 Clerk Ryan Sakazaki to call the roll for our Board.

1 ARB BOARD CLERK SAKAZAKI: Thank you, Madam  
2 Chair.

3 Dr. Balmes?

4 ARB BOARD MEMBER BALMES: Here.

5 ARB BOARD CLERK SAKAZAKI: Mr. De La Torre?  
6 Mr. Eisenhut?

7 BOARD MEMBER EISENHUT: Present.

8 ARB BOARD CLERK SAKAZAKI: Supervisor Fletcher?  
9 Supervisor Fletcher?

10 Senator Florez?

11 Assemblymember Garcia?

12 Supervisor Gioia?

13 ARB BOARD MEMBER GIOIA: Here.

14 ARB BOARD CLERK SAKAZAKI: Ms. Mitchell?

15 ARB BOARD MEMBER MITCHELL: Present.

16 ARB BOARD CLERK SAKAZAKI: Senator Monning?  
17 Mrs. Riordan?

18 ARB BOARD MEMBER RIORDAN: Present.

19 ARB BOARD CLERK SAKAZAKI: Supervisor Serna?

20 ARB BOARD MEMBER SERNA: Here.

21 ARB BOARD CLERK SAKAZAKI: Dr. Sherriffs?  
22 Professor Sperling?

23 ARB BOARD MEMBER SPERLING: Here.

24 ARB BOARD CLERK SAKAZAKI: Ms. Takvorian?

25 Vice Chair Berg?



1 ARB VICE CHAIR BERG: Here.

2 ARB BOARD CLERK SAKAZAKI: Chair Nichols?

3 ARB CHAIR NICHOLS: Here.

4 CTC CLERK REMEDIOS: Dr. Sherriffs is unmuted  
5 now.

6 ARB BOARD CLERK SAKAZAKI: Dr. Sheriffs, are you  
7 there?

8 ARB BOARD MEMBER SHERRIFFS: I am here. Can you  
9 hear me?

10 ARB BOARD CLERK SAKAZAKI: We can.

11 ARB BOARD MEMBER SHERRIFFS: Excellent. Thank  
12 you.

13 ARB BOARD CLERK SAKAZAKI: Madam Chair, we have a  
14 quorum.

15 ARB CHAIR NICHOLS: Thank you.

16 CTC VICE CHAIR NORTON: Thank you.

17 I'm going to go through a couple of housekeeping  
18 items and then we'll go to my remarks and then others  
19 opening remarks.

20 First, the meeting agenda is located under the  
21 handouts tab and can be downloaded and saved during the  
22 webinar. It can also be found on the Commission's website  
23 as well as the California Air Resources Board's website.  
24 A webinar instructional guide is also located under the  
25 handouts tab and on the Commission's website. If you're

1 experiencing any technical issues with the GoToWebinar  
2 system, please contact the Commission staff through the  
3 questions tab or via the CTC email address which is  
4 ctc@catc.ca.gov.

5 For Board members and Commissioners and HCD  
6 leadership, should the Commissioners, Board members, or  
7 HCD leadership have any questions or comments during the  
8 meeting, please let staff know through the comment tab or  
9 text -- to text Mitch and wait for me to call on you and  
10 you can send inquiries to the chat tab that can be read to  
11 the audience on your behalf.

12 And with that, we want to welcome comments from  
13 the public. In order to ensure that we finish the meeting  
14 on time, we ask that public comment will be held until  
15 Item 6 on the agenda, which is expected to be heard around  
16 4:15 p.m. However, if the meeting runs past 5:00 p.m.,  
17 Chairwoman Nichols and I have committed to staying until  
18 all of the comments are received. This is an important  
19 meeting and we are here to listen.

20 For participants joining us through the  
21 GoToWebinar system, please find the webinar panel located  
22 on the right-hand side of your screen. There you will  
23 find audio, question, and handouts tab. Under the audio  
24 tab, attendees will have the choice to listen in via the  
25 computer or telephone option. Should you prefer computer

1 audio, please ensure the appropriate box is selected. If  
2 you choose the phone call option, select the corresponding  
3 box and dial the phone number, access code, and audio pin  
4 as directed by the automated system.

5 Please note that if the audio pin is not entered,  
6 you'll remain in listen-only mode and will be unable to  
7 speak should you have a comment. As a reminder, each  
8 registered attendee is provided a unique link and phone  
9 number to access the webinar.

10 There are two options for participants to provide  
11 comments during the public comment period, using the  
12 questions tab, and Commission staff will read the comment  
13 on your behalf during the public comment period. If you  
14 wish to speak during public comment, you can click the  
15 hand icon indicating that you wish to speak and that you  
16 will then be unmuted and called upon to make your comment.

17 And with those housekeeping items, I'd like to  
18 give my opening remarks. I'm delighted that we have  
19 another joint meeting before us today. The CTC and CARB  
20 have been holding bi-annual joint meetings since 2018.  
21 This is the first joint meeting that formally includes  
22 HCD. And I would like to welcome Director Velasquez as  
23 well as HCD staff who have been greatly involved in the  
24 development of the meeting. We look forward to discussing  
25 the implementation of policies that jointly affect

1 transportation, housing, climate, and air quality at this  
2 meeting and meetings to come.

3 Recognizing the clear connection between  
4 transportation and land-use, Assemblymember Grayson  
5 authored AB 185, which added HCD to these joint meetings.  
6 Assemblymember Timothy Grayson will be joining us later in  
7 the meeting and to provide some brief remarks.

8 I also want to welcome to today's meeting our two  
9 recently appointed California Transportation  
10 Commissioners, Lee Ann Eager and John Rocco Davis. We  
11 jointly convened two of these joint meetings per year.  
12 This particular joint meeting was originally planned for  
13 April 29th, but postponed due to COVID-19 pandemic.  
14 Things look very different today from when we met last  
15 October during our joint meeting in Modesto. The COVID-19  
16 pandemic and associated economic crisis has transformed  
17 California over the last two months -- few months and will  
18 have lasting impacts on our state. But as Governor Newsom  
19 stated, we will meet this moment with a combination of  
20 gravitas, dedication, collaboration, and innovation.

21 We will hear today about how the pandemic has  
22 affected how people travel, transportation funding  
23 revenues, access to housing, air quality, and greenhouse  
24 gas emissions.

25 I also want to acknowledge how the COVID-19

1 pandemic has highlighted underlying racial inequalities in  
2 our country and in our state. According to information  
3 that I have seen, Latino and African-American people here  
4 in the U.S. are three times as likely to become infected  
5 with the virus as white residents. People of color make  
6 up a disproportionate share of essential workers. We must  
7 ensure that our transportation system supports connecting  
8 all of California's to essential services and jobs safely  
9 and affordably.

10 Our next joint meeting is scheduled to be held on  
11 November 4th in Los Angeles pending local and State  
12 regulations at that time.

13 And with that, I am pleased to turn the mic over  
14 to my friend Chairwoman Mary Nichols.

15 ARB CHAIR NICHOLS: Thank you very much, Vice  
16 Chair Norton. And thanks to the Commission for hosting  
17 this meeting. Having participated in one pre-call, I can  
18 attest to the fact that your staff has done a wonderful  
19 job of mastering the technology and getting us all on  
20 board as well. I hope it works as well for members of the  
21 public who are here to speak with us as well.

22 As we're getting started, I also want to take the  
23 opportunity to welcome the Department of Housing and  
24 Community Development as a full member of the joint  
25 meeting, and to extend my congratulations to the new

1 appointees both at the Commission and HCD. It's really  
2 exciting and the culmination of a long process for many of  
3 us to have our three agencies actively engaged and  
4 coordinated.

5           We know that coming together will make us  
6 stronger and more capable of helping the state of  
7 California meet its climate and air quality goals, while  
8 also meeting California's most critical transportation and  
9 housing needs. In the past, we have discussed the fact  
10 CTC and CARB that housing is a critical piece of the  
11 conversation. So having the agency here together and in  
12 the future is going to put that piece of the puzzle into  
13 place where it belongs.

14           Also, before the meeting gets underway, I also  
15 have to note, as you have Vice Chair Norton that we are  
16 gathered here today in a time of critical -- critical  
17 health concern for our state as well as our nation, and  
18 for that matter for the world. For the past several  
19 months, we've witnessed and we're continuing to witness  
20 the immense toll that COVID-19 has had on practically  
21 every aspect of life.

22           And, of course, during that same period of time,  
23 the death of George Floyd and recognition of many others  
24 before him, together with the turmoil that is sweeping our  
25 nation, has really confirmed that the legacy of racism

1 remains entrenched and that we must reflect on what is our  
2 job to do to reverse historical injustices.

3           This comes at a time when the virus has already  
4 impacted, as again was noted, people of color,  
5 particularly African-American, Latino, Native American  
6 communities who've been hit very hard, both by the virus  
7 itself and by the economic devastation that has slowed  
8 from it, the same people who are also exposed to  
9 disproportionately high environmental impacts and public  
10 health burdens, including burdens created by our current  
11 transportation system. So again, this just reinforces the  
12 issue of racial injustice that's pervades the work that we  
13 all do.

14           And I'd also like to reflect that there's more  
15 that we can do. We know we can't do this all by  
16 ourselves. Each of our agencies and every person has an  
17 obligation to examine themselves and do what they can do.  
18 But I am hopeful that one of the outcomes of this meeting  
19 will be that our agencies can find some productive ways to  
20 work together to better address these issues.

21           So as the statute says, these meetings are for  
22 coordinating, and that means that we need to look for ways  
23 to support each other on the efforts that really are at  
24 the intersection of our different missions. Obviously, we  
25 all have our separate legal authorities, as well as our

1 own histories, but we really share a commitment to  
2 creating healthy, sustainable communities for all people  
3 in California to live, and move about, and thrive, places  
4 where they can breathe healthy air and have access to good  
5 jobs, and decent affordable housing as well. This is  
6 really not beyond us. We can do this.

7 So I am hopeful that particularly given the  
8 direction that we have been given from our Governor, that  
9 we will be able to keep these issues in mind as we remove  
10 forward with our agenda here today.

11 So I think we need to -- for starters, I'm sure  
12 all of us learn more in detail about how the other  
13 agencies actually go about doing and to find ways that we  
14 can, in more specific detail as opposed to just  
15 generalities actually align policies and programs in a way  
16 to further our joint agenda.

17 So with that, I think I will sign off and just  
18 say that I'm looking forward to this new era. Very  
19 excited about the discussions we have in front of us  
20 today. And I will pass the microphone back to you.

21 CTC VICE CHAIR NORTON: Thank you very much,  
22 Chairwoman Nichols. And with that, I would like to  
23 introduce HCD Director Gustavo Velasquez and welcome you  
24 as we are all so excited about the coordination of our  
25 organizations and the work that we're going to be doing



1 together.

2 HCD DIRECTOR VELASQUEZ: Thank you, Madam Vice  
3 Chair Norton, Madam Chair Nichols, Secretary Kim, it's  
4 been only two months since I started here at HCD, but I'm  
5 very excited to be a part of this group. I apologize that  
6 I will have to leave at early, but I have a meeting that I  
7 could not move unfortunately. But let me say that CTC and  
8 CARB have been truly collaborative and productive partners  
9 with HCD, especially in recent years. We've worked  
10 together to integrate transportation, housing, and air  
11 quality, and climate goals into our respective programs.

12 And throughout last year and early this year, the  
13 integrity work has already helped the State to ensure fund  
14 transportation projects are better aligned with the State  
15 goals in these important areas.

16 Because we are the so-called new kid on the  
17 block, let me just as a -- as -- just as background  
18 mention a few important aspects of our work in terms of  
19 funding programs with impacts to this intersection of  
20 housing, transportation, and climate.

21 First of all, our Transit-Oriented Development  
22 Program, second our Infill Infrastructure Grant Program,  
23 and also the Affordable Housing and Sustainable  
24 Communities Program administered by the Strategic Growth  
25 Council, but implemented by HCD. These programs have

1 collectively -- you know, these numbers are I think  
2 important to put out -- collectively have invested \$2.1  
3 billion in producing location-efficient affordable homes  
4 and sustainable transportation improvements since 2007.

5           What have these investments produced? Three  
6 hundred residential or mixed-used developments, nearly  
7 28,000 affordable housing units, and hundreds of  
8 infrastructure improvements and transportation services to  
9 support walkability and sustainability of these projects  
10 in their local communities.

11           So I think this is an important background as we  
12 now participate in this joint committee and look forward  
13 to continue talking about this intersection. Now, as  
14 Madam Vice Chair Norton mentioned, we're grappling, of  
15 course, with the effects of COVID. And it's even more  
16 important that we continue coordinating between our  
17 respective agencies. It is true COVID really exacerbates  
18 the challenges regarding equity that our communities have  
19 already been facing. I come to this job not as your kind  
20 of traditional housing finance person or, you know, I  
21 haven't been in the development community.

22           Actually, my background is fair housing. So my  
23 partners in crime during my career have been environmental  
24 justice group -- groups, have been organizations that have  
25 seen transiting many neighborhoods across our country,

1 transit development that has recreated gentrification  
2 pressures and potential displacement of low-income  
3 residents.

4 Just several years ago, HCD published a housing  
5 assessment where we found the housing costs are just one  
6 of the many layers of the overall burden that is placed on  
7 low-income communities by our historic patterns of growth,  
8 patterns, by the way, that I hope we can all agree, you  
9 know, have had a -- some, you know, negative -- very  
10 negative impacts in some of our communities for low-income  
11 citizens. Nearly, half of all California households meet  
12 the federal definition of housing cost burden. Do you  
13 know what that means? Thirty percent or more of their  
14 income paying for rent or mortgage.

15 But at the same time, the average household in  
16 most counties is also paying more than 20 percent of their  
17 income on transportation. This obviously exceeds the  
18 recommended shared household spending on transportation,  
19 because it keeps families away from paying for basic  
20 things, food, utilities, health care, and other vital  
21 expenses, so -- and this double burden is especially  
22 prevalent among low-income households that are the least  
23 capable of teleworking in this COVID environment.

24 Large portions of our workforce are transitioning  
25 to mass telework. We have the luxury to do that, right,

1 in response to COVID. But we risk leaving forgotten  
2 burdens on those workers who cannot telework.

3 I mean, typically higher paid knowledge industry,  
4 those who can telework are teleworking. But then we have  
5 lower paying jobs in retail, food service, hospitality,  
6 and other service industries that will continue to require  
7 workers to physically travel to their worksites on a daily  
8 basis.

9 Those workers represent exactly the segments of  
10 our state most in need of affordable housing options in  
11 closer proximity to jobs and transit. And if we deliver  
12 on that, then we deliver also on goals that protect the  
13 environment.

14 So we need to continue focus on this integration.  
15 I think first priority is equity. I will bring that lens  
16 to this joint committee. I'm very pleased that I am --  
17 that HCD is part of it. We will have other presenters  
18 from HCD, the experts really, present later during this  
19 meeting.

20 And let me close just by thanking also  
21 Assemblymember Grayson. I had the opportunity to talk to  
22 any in the -- I believe the first week that I was in the  
23 job. And I can sense the great sense of commitment that  
24 he has for affordable housing and I also thank him, of  
25 course, for enabling -- for making possible for HCD to

1 have a seat and voice in this joint committee. So thank  
2 you very much and look forward to the meeting.

3 CTC VICE CHAIR NORTON: Thank you very much,  
4 Director Velasquez. We look forward to hearing from your  
5 colleagues later in this meeting, but we appreciate your  
6 remarks and your vision as we work together.

7 With that, I would like to call on CalSTA  
8 Secretary David Kim for some remarks as well.

9 CalSTA SECRETARY KIM: Well, good afternoon, Vice  
10 Chair Norton. It's good to talk with you, and Chair  
11 Nichols, hello. Director Velasquez, congratulations. So  
12 glad you're part of this meeting. It's great to be with  
13 all you today. I'll keep my remarks short in the interest  
14 of time. I simply want to make a couple of quick points.  
15 I agree with what has been stated earlier. It's really  
16 important for all of us to work holistically, to  
17 coordinate our efforts, and to partner with each other as  
18 much as we can.

19 And the global pandemic that we're in has caused  
20 us to reimagine and rethink everything. The world has  
21 been turned upside down. And all of us need to really  
22 take a new approach, a fresh approach to doing things.

23 And so from a transportation standpoint, I  
24 believe that makes -- that involves making transportation  
25 investments in a way that promotes better outcomes from

1 the standpoint of health, air quality, housing, and  
2 quality of life. And that approach deviates from the  
3 traditional strategy when it comes to transportation, but  
4 that's what the moment calls for. And that's what we're  
5 going to do as an agency. And to that end, this meeting  
6 will help us develop those ideas, help us get on the same  
7 page, and promote greater collaboration.

8 And so with that, I look forward to all the  
9 presentations today as well as the dialogue and thank you  
10 very much for the time.

11 CTC VICE CHAIR NORTON: Thank you for joining us  
12 Secretary Kim. And we are just delighted that you are  
13 part of this and that we're going to be working together  
14 to address one of the biggest challenges of this decade.  
15 Thank you so much.

16 And with that, I'd like to move on to our agency  
17 updates and the COVID-19 response. And I'm very pleased  
18 to announce our own Executive Director from the CTC, Mitch  
19 Weiss.

20 CTC EXECUTIVE DIRECTOR WEISS: Thank you. Good  
21 afternoon. I think we can bring the PowerPoint up. I  
22 hope we can bring the PowerPoint up.

23 (Thereupon an overhead presentation was  
24 presented as follows.)

25 CTC EXECUTIVE DIRECTOR WEISS: There we go.

1           And let's jump to the next slide.

2                               --o0o--

3           CTC EXECUTIVE DIRECTOR WEISS: Today, I'll be  
4 talking about the COVID-19 related funding challenges  
5 we're facing and how the Commission is responding to those  
6 challenges.

7           Next slide.

8                               --o0o--

9           CTC EXECUTIVE DIRECTOR WEISS: Just for a little  
10 context, State transportation funding perspective. In  
11 2017, the Legislature passed, and Governor Brown signed  
12 Senate Bill 1. This bill provided approximately \$5  
13 billion per year in new funding for transportation. This  
14 slide shows the programs that are under the Commission's  
15 purview.

16          Next slide.

17                               --o0o--

18          CTC EXECUTIVE DIRECTOR WEISS: We had nearly  
19 completed development of the guidelines for the second  
20 round of Senate Bill 1 funding when COVID-19 struck. The  
21 COVID-19 recession is projected to lead to declines in  
22 GDP, unemployment, and personal income that are worse than  
23 the declines seen during the Great Recession.

24          The general fund deficit is equal to more than a  
25 third of the general fund spending authorized in last

1 year's budget. There are impacts to state, federal, and  
2 local transportation revenues as well. Of course, these  
3 are not the most important impacts of COVID-19. Our heart  
4 goes out to the families that have lost loved ones during  
5 this pandemic, to those who have and who continue to  
6 battle this disease, and to those who are struggling with  
7 the devastating financial impacts being felt throughout  
8 our economy.

9 Next slide.

10 --o0o--

11 CTC EXECUTIVE DIRECTOR WEISS: This is a chart  
12 that was prepared by the Mineta transportation impact for  
13 the Commission. And it looks at several possible impacts  
14 the COVID-19 recession may have on State transportation  
15 revenues. In the fast recovery scenario, revenues would  
16 rebound within two years, in the moderate recovery about  
17 five years, and in a slow recovery scenario, we might  
18 still be below baseline revenues in a decade.

19 Next slide.

20 --o0o--

21 CTC EXECUTIVE DIRECTOR WEISS: A large portion of  
22 the funding for transportation in California comes from  
23 voter approved county level sales taxes. About half of  
24 the 25 self-help counties reported data at our June  
25 Commission meeting on county transportation sales tax



1 revenues. They're forecasting revenues to be down by 10  
2 to 20 percent or more. This is particularly important as  
3 most large transportation projects are funded from several  
4 fund sources and the self-help counties are a key funding  
5 partner.

6 Next slide.

7 --o0o--

8 CTC EXECUTIVE DIRECTOR WEISS: Cities are also  
9 impacted at -- regardless of size, geography, location.  
10 They're feeling a budget crunch too.

11 Next slide.

12 --o0o--

13 CTC EXECUTIVE DIRECTOR WEISS: As I said, it's  
14 important to look beyond State transportation revenue  
15 impacts, because most projects receive funding from  
16 multiple sources. In our last round of competitive  
17 program funding, there was a more two to one leveraging of  
18 SB 1 funds. We may have the State funding necessary to  
19 fund our portion of these projects. However, for us to  
20 keep this \$10 billion worth of projects going forward, the  
21 projects will need to remain a priority for partners that  
22 are facing funding challenges of their own.

23 Next slide.

24 --o0o--

25 CTC EXECUTIVE DIRECTOR WEISS: We are doing our

1 best to keep projects moving forward. We recognize that  
2 keeping transportation projects funded will help drive our  
3 economic recovery. In the short-term, projects are still  
4 on track. Construction is considered an essential service  
5 and was not affected by the shutdown order.

6 We have healthy balances in our main  
7 transportation accounts. In the longer term, there are a  
8 couple of things that may help us. We may see a more  
9 competitive bidding environment, similar to what we saw in  
10 the Great Recession that drove down prices and allowed us  
11 to do more projects than we would have otherwise done.

12 Similarly, we are hopeful for a federal stimulus  
13 package that could backfill for lost revenue at multiple  
14 levels, similar to what we saw with the American  
15 Reinvestment and Recovery Act of 2009.

16 Next slide.

17 --o0o--

18 CTC EXECUTIVE DIRECTOR WEISS: As a part of  
19 keeping projects moving forward, in March, we adopted the  
20 State Transportation Improvement Program, which provided  
21 \$2.6 billion in funding for projects in every county in  
22 the state.

23 Next slide.

24 --o0o--

25 CTC EXECUTIVE DIRECTOR WEISS: In May, the

1 Commission adopted a \$17.4 billion State Highway Operation  
2 and Protection Program, two-thirds of which -- two-thirds  
3 of which funds projects that will improve pavement and  
4 bridges.

5 Next slide.

6 --o0o--

7 CTC EXECUTIVE DIRECTOR WEISS: After the shutdown  
8 began, the Commission announced previously planned calls  
9 for projects totaling \$2.4 billion, nearly half of which  
10 comes from SB 1. Taken with our congested corridor call  
11 for projects, which began in January 2020, this amounts to  
12 nearly \$3 billion in funding.

13 Next slide.

14 --o0o--

15 CTC EXECUTIVE DIRECTOR WEISS: The Commission  
16 continues to hold meetings and workshops despite the  
17 pandemic, keeping funding for projects moving forward and  
18 hoping to fuel our economic recovery.

19 Next slide.

20 --o0o--

21 CTC EXECUTIVE DIRECTOR WEISS: As we move  
22 forward, collaboration is more important than ever. We  
23 need to work together to chart a path forward during these  
24 uncertain times.

25 Next.

--o0o--

CTC EXECUTIVE DIRECTOR WEISS: We've had to make some adjustments, of course. Based on input received at workshops about COVID-19 impacts, the Commission held a special meeting in April to extend program application deadlines to allow agencies more time to prepare their applications.

The Commission also approved an interim Timely Use of Funds Policy to extend deadlines for project delivery milestones.

And significant challenges lay ahead. It's uncertain how long the downturn will last. Absent federal stimulus and a more competitive bidding environment, we will certainly see significantly fewer projects done in the long term. And impacts may be felt sooner at the local level. While we may have adequate State funding for a project, we may find a local agency will have trouble keeping up with their funding share.

We'll continue to monitor the situation of course. In August, we will be taking a more detailed look at the current year allocation capacity for each program. We'll continue to monitor this closely throughout the year. Ideally, we can delay any major adjustments until after the current year programming cycle. If we cannot, it may be necessary to adopt allocation plans to meet our

1 allocations.

2           Unfortunately, we have experienced doing this --  
3 having had to adopt allocation plans several times in the  
4 last dozen or so years. But really, we are going to do  
5 our best to delay any impacts to our next cycle two years  
6 out, in order to keep projects going to keep people  
7 employed and to employ new workers.

8           Next slide.

9                               --o0o--

10           CTC EXECUTIVE DIRECTOR WEISS: At its June  
11 Commission meeting, the Commission received an overview of  
12 transportation equity by Charles T. Brown, managing  
13 principal of Equitable Cities, LLC, and adjunct professor  
14 at Rutgers University.

15           As we move forward collaboratively, it's  
16 important that we work to create a safe, equitable, and  
17 inclusive transportation system for all.

18           Next slide.

19                               --o0o--

20           CTC EXECUTIVE DIRECTOR WEISS: It's important  
21 that we move forward avoiding the mistakes of the past.  
22 It's important not just to do something but to do the  
23 right thing. This is the I-10 in Santa Monica. You can  
24 see the path is cutting through the community.

25           Next slide.

1                   --o0o--

2           CTC EXECUTIVE DIRECTOR WEISS: Between the arrows  
3 on the left side of the screen, you can see a portion of  
4 the route I-5 will take through the City of Sacramento.  
5 The photo in the lower right corner is a kindergarten  
6 class from Lincoln Elementary School. This school once  
7 located at 5th P was raised to make room for the  
8 surrounding redevelopment.

9           Next slide.

10                  --o0o--

11          CTC EXECUTIVE DIRECTOR WEISS: We want to move  
12 forward in a way that recognizes the transportation system  
13 belongs to all of us and should serve all of us. Moving  
14 forward, the engagement of everybody participating today  
15 will be critical.

16          Next slide.

17                  --o0o--

18          CTC EXECUTIVE DIRECTOR WEISS: With that, thank  
19 you. If anybody would like to contact me, this is -- this  
20 is my information. And we're taking questions at the end  
21 of the panel.

22          Thank you.

23          CTC VICE CHAIR NORTON: Thank you very much  
24 Director Weiss. And you're right, we're taking questions  
25 at the end of all three of the panelists. So I would like

1 to introduce the next panelist and that is Richard Corey,  
2 Executive Officer of the California Air Resources Board.

3 ARB EXECUTIVE OFFICER COREY: Thanks, Vice Chair  
4 Norton. And I'm really looking forward to hearing from  
5 today's speakers on the varying perspectives concerning  
6 housing, transportation, air quality, and climate,  
7 especially -- especially in light of the response to the  
8 impacts of COVID-19, which were mentioned.

9 Before providing an update on CARB's initiatives,  
10 I wanted to acknowledge that we're in an unprecedented  
11 time, as several of you noted, with COVID-19, and more  
12 recently developments that highlight and respond to racial  
13 injustice.

14 And with respect to advancing racial equity,  
15 we've been reacting on what we at CARB can do both  
16 programmatically and internally to foster a more diverse  
17 and inclusive culture with engaging in efforts like the  
18 Governmental Alliance on Race and Equity, the GARE. And  
19 we'll double down on implementing our racial equity plan.

20 I've also directed all our managers to take  
21 diversity and leadership training. And we recently  
22 conducted a racial equity survey to establish a baseline  
23 against which we'll measure our progress moving forward.

24 And having said that, recent events clearly  
25 underscore the fact that there is much more -- much more

1 work that we can and must do. And our team is committed  
2 to doing everything we can to cultivate a workplace free  
3 from bias in all forms. And we'll seek ways to further  
4 promote racial injustice and equity throughout the  
5 organization, as well as our external policies and  
6 programs. So moving to today's agenda, I'd like to share  
7 just a few of the outcomes we're observing with respect to  
8 vehicle miles traveled or VMT, emissions, and air quality  
9 as a result of COVID-19.

10 Since the stay-at-home order began we've  
11 witnessed an overall decline in both driving and  
12 associated emissions, and clearly people can see that,  
13 well below the ranges in recent years. In April of this  
14 year, California's total VMT dropped by 70 to 08 percent,  
15 while heavy-duty truck VMT dropped by 10 to 25 percent.  
16 On-road emissions of NOx and reactive organic gases, both  
17 of which are precursors to ozone or smog formation,  
18 dropped nearly 40 percent, while carbon dioxide emissions  
19 dropped by over 60 percent.

20 However, these April trends are already reversing  
21 in more recent months, as both VMT and related emissions  
22 steadily increase for both the light- and heavy-duty  
23 sectors. Not only are these air quality benefits  
24 temporary as more and more vehicles return to the road,  
25 but they're also not consistent across the different



1 regions of the state.

2 For example, the South Coast has seen a  
3 significant increase in the number of ozone exceedance  
4 days in April and May, as a result of current emissions  
5 and meteorological effects, which only supports the  
6 greater need for larger NOx emission reductions consistent  
7 with the State Implementation Plan emission reduction  
8 targets. While some communities have realized some of the  
9 benefits I talk -- touched on, we cannot overlook the  
10 larger air quality and climate goals yet to be achieved  
11 for all Californians, nor can we ignore the devastating  
12 impacts that COVID-19 has had in our state, as many of you  
13 touched on.

14 Despite the many challenges brought on by  
15 COVID-19, I am pleased to report that CARB continues to  
16 take action on a variety of clean air and climate measures  
17 to protect public health. Most recently, the Board  
18 adopted the Advanced Clean Trucks Regulation, which  
19 requires medium- and heavy-duty truck manufacturers to  
20 transition a portion of their sales from diesel to  
21 zero-emission beginning in 2024 and in progressively  
22 larger share going forward.

23 The rule further ensures increasing zero-emission  
24 fleets in ports and railyards and last mile delivery  
25 fleets. By 2045, every new truck sold in California will

1 be zero emission, every truck. These measures are  
2 necessary to reduce toxic air contaminants from goods  
3 movement and achieve air quality and climate goals.

4 Neighborhoods disproportionately African-American  
5 and Hispanic that sit adjacent to the ports, railyards,  
6 distribution centers, and freight corridors experience the  
7 heaviest truck traffic in the state. The changes brought  
8 by this regulation will bring an estimated 8.9 billion  
9 benefit savings, as a resulting improvement in air quality  
10 and public health benefits translating into decreased  
11 premature mortality, decreased emergency room visits,  
12 hospitalizations, reduction in lost work days.

13 And investing in these ultra clean trucks will  
14 support thousands of jobs and save billions, billions in  
15 fuel savings. And as referenced in the -- Governor  
16 Newsom's MOU that he signed with 15 other states and the  
17 District of Columbia, we move forward when the Board  
18 adopted the Zero-Emission Truck Reg with several other  
19 states that are working with California that have like --  
20 a like vision in mind and will be collaborating with us to  
21 bring zero-emission trucks to market.

22 So this is the first, the Zero-Emission Truck  
23 Reg, of a trio of clean truck-related regulations the  
24 Board will be considering. A companion regulation known  
25 as the Omnibus Low NOx Rule will also go before the Board

1 in August to ensure that heavy-duty diesel trucks sold in  
2 the future meet stringent new emission levels for NOx.

3 We're also planning to propose a requirement for  
4 larger truck fleets to transition to zero-emission trucks.  
5 In addition, updates to the existing ocean-going vessels  
6 At Berth Regulation will further address their quality  
7 issues for port communities heavily impacted by freight.  
8 Planned for the final Board action later this year, this  
9 regulation proposes necessary actions to drive down  
10 emissions from auxiliary engines and tanker boilers, and  
11 improve public health outcomes surrounding these  
12 communities.

13 Beyond these new regulations, CARB continues to  
14 support community-driven action and equity-focused  
15 programs that provide residents with cleaner  
16 transportation options, increased accessibility to key  
17 destinations, and reduced transportation costs  
18 particularly to the most disadvantaged communities in the  
19 state.

20 Take, for example, the release of Sustainable  
21 Transportation Equity Project or STEP, fund by  
22 Cap-and-Trade auction proceeds. These grants will help  
23 communities develop plans and put in place integrated  
24 projects to help develop sustainable transportation near  
25 to this specific community. We'll help communities make

1 their own decisions about their transportation needs and  
2 help residents get to where they need to without  
3 dependence on a car.

4 Another community focused project false under the  
5 umbrella of our Community Air Protection Program, which  
6 CARB established in response to Assembly Bill 617. To  
7 date, CARB has selected a total of 13 communities for air  
8 monitoring emission reduction programs or both. These  
9 selected communities represent areas with the highest  
10 exposure burdens for toxic air contaminants and criteria  
11 pollutants in the state.

12 AB 617 has changed the way that CARB, air  
13 districts, and other agencies work with communities to  
14 address local air pollution control -- or rather local air  
15 pollution concerns through community-focused solutions.  
16 Our Board members have traveled to these communities and  
17 heard directly from local residents on how their families  
18 are impacted by air pollution and how those impacts are  
19 often related to decisions about transportation and  
20 housing. It highlights why these joint meetings and our  
21 collaboration is so important.

22 However, these actions are not enough. We all  
23 know that. Recent studies confirming the strong linkages  
24 and impacts between poor air quality and COVID-19 in the  
25 very communities already suffering the most, it really

1 only underscores that we need to do more.

2           And as we look forward, one new effort will take  
3 a big picture statewide at the transportation sector  
4 emissions. The VMT action plan is one of our responses to  
5 the key finding in the 2018 progress report that  
6 California is not on track to meet the greenhouse gas  
7 emission reductions expected under SB 375, and that, in  
8 fact, per capita emissions from statewide passenger  
9 vehicle travel is increasing.

10           A key recommendation with that report was an  
11 interagency call to action to align policies and programs  
12 at the intersection of housing, transportation, and land  
13 use. State agency partners are already stepping up to  
14 answer this call. And CARB is eager to establish a  
15 framework for ongoing State agency and stakeholder  
16 coordination to realize our ongoing long-term vision for a  
17 sustainable transportation system benefiting those who  
18 need it most.

19           So CARB, really we're excited about this forum  
20 and its potential to coordination and align policy  
21 priorities across our respective focus areas, not just as  
22 we recover from COVID-19, but also as we increase our  
23 efforts in communities bearing the greatest burden and  
24 greatest need of support. Each of our agencies has its  
25 own set of policies, plans, and incentives that can

1 potentially benefit people who live in the most impacted  
2 communities.

3 By partnering with local residents in each area,  
4 we can leverage our agency's work across community  
5 transportation needs, build affordable housing, improve  
6 air quality, and contribute to healthy and sustainable  
7 communities. So we really look forward to building on the  
8 working relationship with CTC and with HCD joining the  
9 team. Very excited about that as well.

10 And with that, Vice Chair Norton, I conclude my  
11 remarks.

12 CTC VICE CHAIR NORTON: Thank you so much, Mr.  
13 Corey. Very helpful remarks. And we look forward to  
14 delving into them after Megan Kirkeby's presentation is  
15 done. And we have -- because Director Velasquez had to  
16 leave, he left, in very good hands, the presentation from  
17 HCD with HCD Deputy Director for Policy Development, Megan  
18 Kirkeby. Thank you so much for joining us today.

19 HCD DEPUTY DIRECTOR KIRKEBY: Thank you all. And  
20 I really appreciate the good dialogue so far and echo  
21 Director Velasquez that we're -- we're really excited and  
22 honored to be part of this -- this group meeting.

23 (Thereupon an overhead presentation was  
24 presented as follows.)

25 HCD DEPUTY DIRECTOR KIRKEBY: So today I was

1 going to focus some on our HCD response to COVID-19.  
2 We -- we have -- as we move to telework, we were also  
3 moving very quickly to meeting the moment. So I'm excited  
4 to talk to all of you about some of that today. It's been  
5 real rapidly developing.

6 But just to frame some of these remarks, and  
7 you've heard this from some of the other panelists, you  
8 know, the COVID-19 pandemic is just exacerbating existing  
9 community needs and inequalities. Our team prepares an  
10 analysis of impediments to fair housing choice. And  
11 this -- this cycle was happening right in the middle of  
12 the pandemic. And it -- you know, it gives us a chance --  
13 a chance to really look at some of those existing  
14 inequalities and what's going on.

15 And we already know that homelessness was  
16 experienced disproportionately by race and other protected  
17 classes, and that persons experiencing homelessness are at  
18 increased risk of infection and death to COVID.

19 The Center for Disease Control and Prevention  
20 puts out a COVID-19 hospitalization rate by race and  
21 ethnicity. And as of June, those age-adjusted  
22 hospitalization rates were that non-Hispanic, American  
23 Indian, and Alaskan native populations or tribal  
24 populations were five times more likely than white persons  
25 to be experiencing hospitalization. Black persons were

1 five times more likely than White persons. And Hispanic  
2 or Latin X persons were four times more likely than White  
3 persons to be experiencing hospitalizations.

4 That's -- that's critical information for us as  
5 we work to address COVID-19 from a housing perspective and  
6 from a homelessness perspective. This is also -- as I was  
7 saying, these are -- these are existing situations.

8 Twenty-nine percent of the homeless population at a  
9 point-in-time count was black or African-American, which  
10 is a significantly larger share than the population for  
11 the State as a whole of 5.5 percent. That's an extremely  
12 high disparity.

13 And 32 -- almost 32 percent of the homeless  
14 population was Hispanic or Latin X, which -- which did not  
15 have the same level of disparity as the Black population,  
16 but was still a large part of the homelessness population.  
17 And we also know that we're going to have other specific  
18 populations that are going to have issues exacerbated by  
19 COVID-19 from workers or essential workers that are  
20 currently not -- not able to shelter in place and are  
21 experiencing outbreaks.

22 And there's also exacerbated inequalities around  
23 things like the digital divide. A very important part of  
24 HCD's work is engaging with local populations, especially  
25 around housing planning and the -- oh, I'm getting a text.



1 Maybe my sound is off.

2 CTC VICE CHAIR NORTON: No, you're fine.

3 HCD DEPUTY DIRECTOR KIRKEBY: So the -- the other  
4 piece is that -- sorry to have my flow disrupted. Oh,  
5 yes, the digital divide. So each of the 539 jurisdictions  
6 in the state have to do a housing element or a housing  
7 plan. And they need to do public outreach to engage on  
8 that housing plan. And we know that that -- in some ways,  
9 they're going to reach more members of their community by  
10 moving things to online meetings, but there's also going  
11 to be people left behind. And so a big piece of what  
12 we've been working on are ways to strategize to, within  
13 the new normal, be thinking about how do we reach  
14 communities that don't have access to internet that we do  
15 want engaging in the work of housing planning within their  
16 community.

17 And we know that just housing costs and missed --  
18 missed rent payments and increased risk of homelessness is  
19 coming, and that many -- many households are going to be  
20 unable to pay the rent. And we -- we do have a risk of if  
21 we don't supply a sufficient amount of affordable housing  
22 and keep people in their homes that we could see a major  
23 growth in homelessness.

24 So those are some of the backdrops I just wanted  
25 to share that HCD is focused on right now, but I can bring

1 you to what are we doing about it.

2 So next slide.

3 --o0o--

4 HCD DEPUTY DIRECTOR KIRKEBY: Thank you. So a  
5 few big pieces that I wanted to share with you all today.  
6 The Emergency Solutions Grant Program and Community  
7 Development Block Grant Program. I also have some very  
8 exciting updates for everyone on Homekey, as well as just  
9 the increased importance to provide safe, affordable homes  
10 and create vibrant sustainable communities.

11 Next slide.

12 --o0o--

13 HCD DEPUTY DIRECTOR KIRKEBY: So the CARES Act  
14 funding provided us some additional funding that we don't  
15 normally expect but -- in order to address COVID relief.  
16 So through that funding, we have some Emergency Solutions  
17 Grant money. We are able to work very, very quickly to  
18 get a Notice of Funding Availability for \$42 million out  
19 the door on June 1st. And on June 10th, it was announced  
20 that there would be another \$271 million in round two of  
21 that money. So that's -- that's big news for our local  
22 communities to use that Emergency Solutions Grant money to  
23 provide funding for people who are experiencing  
24 homelessness or receiving homelessness assistance.

25 Next slide.

1                   --o0o--

2           HCD DEPUTY DIRECTOR KIRKEBY: The other piece of  
3 this is the Community Development Block Grant Program.  
4 This -- this is additionally specifically COVID response  
5 focused Community Development Block Grant funds and so it  
6 can have different purposes than your average community  
7 development program.

8           And we have a NOFA -- got a NOFA out for that on  
9 June 5th. And there will be over-the-counter applications  
10 for that through August 31st. And that's \$20 million.

11           Next slide.

12                   --o0o--

13           HCD DEPUTY DIRECTOR KIRKEBY: But probably our  
14 most exciting work or the work that gives me the most  
15 excitement right now, I wasn't even to fully flesh out the  
16 slides for, because every thing was happening in  
17 real-time. So yesterday, we launched Homekey, which is  
18 the next phase of Project Roomkey, which many of you know  
19 about, that provided hotel/motel rooms in 52 counties for  
20 those who are experiencing homelessness to help them in --  
21 help them as well as help us in our COVID response.

22           This was a huge multi-agency effort and would not  
23 have been possible without Department of General Services,  
24 without our wonderful partners at Business Consumer  
25 Services and Housing, that -- and every single local

1 government partner that was involved.

2 But phase two of this really came to be when  
3 Governor Newsom signed the Budget Act on June 29th of this  
4 career, which is my birthday, so it was a pretty good  
5 birthday present, making available \$550 million in federal  
6 funds and \$50 million in State funds toward this phase two  
7 effort. So instead of just providing hotel rooms  
8 temporarily during the crisis, purchasing motels or other  
9 properties and turning those into permanent housing for  
10 those experiencing homelessness or at risk of  
11 homelessness.

12 This is probably the largest dent in -- in --  
13 toward ending homelessness in my 15-year career in housing  
14 and I think for most people's life times. So this is a  
15 very exciting effort for all of us, but it's also on a  
16 very quick timeline.

17 All of these funds must be spent by December  
18 2020. And I just wanted to share a little bit more about  
19 Homekey that now -- now that the Notice of Funding  
20 Availability is out, that just want people to have a sense  
21 of, which is that the program is really focused inequity,  
22 that these disparities that we talked about were  
23 important, homelessness, before and are ever more  
24 important in homelessness.

25 And so the Notice of Funding Availability

1 encourages all of the applicants to have a specific plan  
2 to address the local inequities that exist in their  
3 community, as well as committing to existing law to fair  
4 housing laws and regulations that require affirmative  
5 marketing and tenant screening and practices that don't  
6 have a -- don't create a disparate impact.

7           And then of personal importance to me, this is  
8 not just cities and counties that can apply for these  
9 funds, but also California's tribal governments, which are  
10 so clearly affected disproportionately by COVID and are  
11 often not included in our programs as applicants. And so  
12 that -- that's a very important piece as well.

13           Some other core components are flexibility. This  
14 is really about innovative ways to reduce our unsheltered  
15 homeless population on a fast timeline.

16           And then third, this is really about partnership.  
17 We -- this is a new thing for HCD programs, but we will  
18 require a pre-consultation with applicants. And then  
19 we're also putting up a substantial amount of TA to really  
20 act as a partner on getting these funds out. So again,  
21 we'll be partnering with Department of General Services on  
22 helping people with site selection and purchasing of these  
23 properties. And a lot of the -- the screening that goes  
24 in to thinking about these properties has intersections  
25 with all the things that we -- that we work on together,

1 so you can see that on the next slide.

2 --o0o--

3 HCD DEPUTY DIRECTOR KIRKEBY: So some of the  
4 initial screening of properties did include things like  
5 access and proximity to transit, as well as stores and  
6 health facilities; you know, what does the existing  
7 building dynamic look like; how quickly can we get these  
8 things going, but obviously understanding, in some cases,  
9 we are going to do substantial rehab as well; and then  
10 demographic information about where the need is and where  
11 that need is extreme, and then also things like risk  
12 factors related to the location.

13 So those are -- those are some of the highlights  
14 of things that we're doing in response to COVID-19. And  
15 in a later presentation, you'll hear also about a lot of  
16 our local planning grants that we're doing. And we were  
17 able to extend timelines related to those to give local  
18 governments more time to apply. But we are happy to say  
19 that even -- even without -- even if we hand't had those  
20 extensions, local governments are still knocking at our  
21 door pretty quickly to get those funds.

22 And we're hoping to play a role in closing the  
23 gap that's created by a lot of local capacity issues  
24 caused by COVID-19 and our current situation.

25 So thank you. The next slide is just information

1 about how to sign up for our emails, find out what we're  
2 doing on a more regular basis.

3 And the last slide is --

4 --o0o--

5 HCD DEPUTY DIRECTOR KIRKEBY: -- our social media  
6 connections. So please -- please feel free to follow us.

7 CTC VICE CHAIR NORTON: Wonderful. Thank you so  
8 much.

9 HCD DEPUTY DIRECTOR KIRKEBY: Yes.

10 CTC VICE CHAIR NORTON: This is incredibly  
11 helpful and we just wanted to ask Douglas, have you -- do  
12 you have any questions of these panelists from the  
13 Commissioners?

14 CTC CLERK REMEDIOS: Madam Vice Chair, we do not  
15 have any requests at this time.

16 CTC VICE CHAIR NORTON: Okay. Well, then we are  
17 going to be working great to get on track on our schedule.  
18 And I was wondering if Assembly Member Timothy Grayson is  
19 ready to make his comments today.

20 ASSEMBLYMEMBER GRAYSON: I am present with you.

21 CTC VICE CHAIR NORTON: Fantastic. Well, thank  
22 you so much. We are looking forward to your comments and  
23 thank you very much for being part of this meeting today.

24 ASSEMBLYMEMBER GRAYSON: Well, good afternoon,  
25 everyone and thank you. And thank you also to the Air

1 Resources Board, the Transportation Committee, and the  
2 Department of Housing and Community Development for  
3 inviting me to join you on your call. I am so very  
4 excited and grateful to be able to witness the beginning  
5 of this collaboration.

6 And as you know, I authored AB 185 last year, and  
7 did so with the support of the Transportation Commission,  
8 and also with the established knowledge that the issues of  
9 housing, and transportation, and greenhouse gas emissions  
10 are, as you -- as you all know, inextricably intertwined  
11 in California.

12 I -- my colleague, Assemblymember Cervantes,  
13 through previous legislation had tasked the Air Force --  
14 the Air Resources Board and Transportation Committee to  
15 meet twice annually to coordinate on transportation  
16 policies. I think that was a great step. It was a step  
17 in the right direction, but it's also clear that housing  
18 affordability and growth patterns they substantially  
19 impact the State's transportation and infrastructure  
20 needs.

21 So something that I've been working on, as far as  
22 housing and housing costs, exorbitantly high housing  
23 costs, push Californians away from living in job- and  
24 transit-rich areas. And they leave many with no choice  
25 but to actually make commutes that are hours long. In my



1 case and in my district, that could mean up to two hours  
2 or even longer one way.

3 So these long commute times strain our  
4 transportation infrastructure, you know, they increase  
5 emissions and greenhouse gases and other airborne  
6 pollutants, and then they place an emotional and financial  
7 burden on commuters.

8 So another thing that's really interesting is  
9 it's unfortunate, but the brunt of these effects are often  
10 felt most severely in underserved communities and by  
11 working class communities in California.

12 So the statewide housing crisis I don't believe  
13 can be addressed as if it exists in a vacuum, but that  
14 extremely high cost of housing in California and its  
15 far-reaching impacts on the infrastructure and on our  
16 transportation, the economy, and the State's carbon  
17 emission reduction goals is something that has to be  
18 talked about holistically.

19 So the most successful solutions to California's  
20 problems, again as you all know, will be those that arise  
21 from your thoughtful and your purposeful collaboration.  
22 Exactly what we're seeing here today.

23 So I look forward to witnessing the benefits that  
24 the State will reap and that's all of us coming together,  
25 or you all coming together, through your hard work and

1 expertise will raise, or increase, or make better the  
2 quality of life for Californians.

3           So with that, I want to -- I want to hear from  
4 you all, especially if there are areas where we can  
5 continue to work together and partner. My staff also is  
6 on the call as well, so that if there is any follow up  
7 needed, my office is there. We'll take care of it. And  
8 we want to be a partner with you all in the future as  
9 well. So we're open and willing to listen.

10           Thank you again very, very much for inviting me  
11 and for your collaborative efforts. It's going to make  
12 California better.

13           So thank you.

14           CTC VICE CHAIR NORTON: Well, thank you,  
15 Assemblymember Grayson. And I was wondering if you could  
16 stay for a couple of questions if people have some from  
17 the Commissioners and panelists.

18           ASSEMBLYMEMBER GRAYSON: Sure, absolutely.

19           CTC VICE CHAIR NORTON: Douglas, do you have any  
20 questions from the Commissioners or panelists for Assembly  
21 Member Grayson?

22           CTC CLERK REMEDIOS: Madam Vice Chair, we do not.

23           CTC VICE CHAIR NORTON: Great. Well, we'll --

24           ASSEMBLYMEMBER GRAYSON: Very good. You all are  
25 so kind.

1 (Laughter.)

2 CTC VICE CHAIR NORTON: Well, thank you. We  
3 would love to ask one question and that is just as you are  
4 looking out and addressing in your own districts with the  
5 COVID-19 pandemic, and talking about the high cost of  
6 housing and long commutes, how are you seeing  
7 telecommuting in other ways of addressing these giant  
8 commute issues and gridlock issues affecting your  
9 district?

10 ASSEMBLYMEMBER GRAYSON: Well, we're actually  
11 having some really interesting dynamics happen here in my  
12 district, as far as the East Bay. So for some of the  
13 Commissioners so that you might know, my district is  
14 Assembly District 14. I have the north side of Walnut  
15 Creek all the way up into all of Vallejo. And then I go  
16 as far west as the Hercules/Pinole area to as far east as  
17 two-thirds or so of Pittsburg.

18 And what we are finding that's really interesting  
19 is, of course, when we initially went into  
20 shelter-in-place, our air got a lot cleaner pretty quick,  
21 because the freeways were empty and people were working at  
22 home. There was telecommuting happening. However,  
23 stories started coming out that this was a good thing to  
24 do for just a short time, but they didn't feel like --  
25 some folks didn't feel like it was sustainable, that it

1 really did require them to travel into work.

2 We also found that another interesting thing that  
3 I would love to be able to have fact checked, but I have  
4 heard that rents are decreasing in San Francisco, but  
5 actually increasing in my district, because people are  
6 realizing that with that technology and for many that it  
7 is sustainable, that they're preferring to live out in the  
8 East Bay and do their work via telecommute.

9 And so a lot of different things are happening.  
10 And I think it's going to have a very long-lasting or  
11 even, in some cases, permanent impact and change for us  
12 and how we work here in the Bay Area.

13 CTC VICE CHAIR NORTON: Well, thank you very  
14 much. We have some other questions for you, so if you can  
15 hang on.

16 I wanted to open this up for Commissioners and  
17 Board members for CARB Board members. And we do have one  
18 question from John Gioia.

19 ARB BOARD MEMBER GIOIA: Hi. Hi, Assemblymember.  
20 This is John Gioia, CARB member from Contra Costa, as you  
21 know. First, I want to thank you, Tim, for your  
22 leadership on really getting HCD to be part of these joint  
23 meetings, because the housing policies, as you so much  
24 advocated, are a critical link with air quality, climate  
25 change, and transportation. So I just wanted to knowledge

1 acknowledge that.

2 And also, just a comment to HCD and sort of an  
3 acknowledgement, we appreciate Project Homekey in Contra  
4 Costa County. In fact, the Governor held his press  
5 conference on Project Homekey, as the Assembly Member  
6 knows, in Contra Costa when he announced it, because we're  
7 taking advantage of that program on a hotel in Pittsburg,  
8 possibly others. And it's a really needed program as we  
9 convert leased hotels into hotels we can purchase long  
10 term.

11 So the one comment with funding needing to be  
12 spent by December, it takes longer -- it may take longer  
13 to -- to, in some cases, identify and spend some of this  
14 money. So I would encourage the State to take a look at  
15 that and possibly grant an extension beyond December,  
16 because if we want to be thoughtful in identifying and  
17 purchasing the hotels that we want to keep, we may need  
18 more time. So I'd like to ask the State to consider that.  
19 In fact, as you know, Assemblymember, one of the ones  
20 we're looking at is in your district, and so -- I guess  
21 it's on the border. I forget whether it's the part of  
22 Pittsburg in your district or not, but it's near it. And  
23 so we -- we really want to move quickly, but we may need  
24 time on some other sites.

25 ASSEMBLYMEMBER GRAYSON: Supervisor Gioia, if --

1 and if I may, John, by the way, it's so good to hear from  
2 you, always good to hear from you. You're absolutely  
3 right. And that project is literally right on the border  
4 between Assemblymember Frazier and myself as far as our  
5 districts.

6 And a great, great point that you've just brought  
7 up. Something that I believe has already begun as a  
8 conversation amongst some of the legislators, and that is  
9 the date, the deadlines, and the need for -- already a  
10 need for extension. So when we come back -- not next week  
11 but the week after, when we come back in to session, we  
12 will be having those conversations. I really would invite  
13 you to, if you don't mind, follow up with just shooting me  
14 a quick email --

15 ARB BOARD MEMBER GIOIA: I will.

16 ASSEMBLYMEMBER GRAYSON: -- and I will make sure  
17 that we keep you on that list to be informed as we  
18 progress in those conversations.

19 ARB BOARD MEMBER GIOIA: Great. Thanks. Thanks,  
20 Tim. Appreciate that. Thanks for your leadership.

21 ASSEMBLYMEMBER GRAYSON: Well, thank you, sir,  
22 and really appreciate your leadership. You all have truly  
23 been on the frontline here in this pandemic on the county  
24 level, so thank you.

25 CTC VICE CHAIR NORTON: Thank you very much for

1 your thoughtful questions, Supervisor Gioia, and thank you  
2 so much for your answers, Assemblymember Grayson.

3 Douglas, do we have anymore questions or comments  
4 from the Commissioners and Board members?

5 CTC CLERK REMEDIOS: Not for the Assemblymember.  
6 We do have a couple of questions going back to the last  
7 panel though.

8 ARB CHAIR NICHOLS: Okay.

9 CTC VICE CHAIR NORTON: Well, thank you so much  
10 Assemblymember Grayson, and we will go just finish up  
11 questions from the panel.

12 ASSEMBLYMEMBER GRAYSON: All right. Thank you.

13 CTC VICE CHAIR NORTON: Thank you.

14 So, Douglas, could you start those questions from  
15 the previous panel?

16 CTC CLERK REMEDIOS: Will do. Member Gioia, your  
17 open -- your microphone is open to ask your question to  
18 Megan Kirkeby.

19 ARB BOARD MEMBER GIOIA: Well, actually, it was  
20 the same comment that I just made to the Assemblymember  
21 about the extension past December for expenditure of  
22 Project Homekey, which is a great program. We appreciate  
23 the Governor doing this. It just -- I think -- I think  
24 you'll see counties needing, in some cases, more than  
25 December -- to go beyond December.

1 HCD DEPUTY DIRECTOR KIRKEBY: Thank you. If I  
2 may speak to that quickly. The requirement on the federal  
3 funds, so 550 million of those funds, is that they must be  
4 spent by December. And so that is a federal requirement  
5 outside of our control.

6 But I think an important piece of this is we will  
7 likely identify many opportunities beyond that 550  
8 million. And this -- this brings an opportunity to build  
9 a pipeline of those projects to receive additional funding  
10 that may not have that particular barrier associated with  
11 it.

12 ARB BOARD MEMBER GIOIA: So if it's additional  
13 State funding, going beyond December of this year is  
14 really important.

15 HCD DEPUTY DIRECTOR KIRKEBY: Yes. The 50  
16 million has a -- of State funds has a two-year timeline on  
17 it, so there is a piece -- a piece there.

18 ARB BOARD MEMBER GIOIA: Thank you.

19 CTC VICE CHAIR NORTON: Okay. And then I see a  
20 question from Commissioner Lucy Dunn.

21 CTC CLERK REMEDIOS: Madam Vice Chair, we had Phi  
22 Serna had a question for HCD before Commissioner Dunn.

23 CTC VICE CHAIR NORTON: Sorry. I was just  
24 reading off the chat. Okay. Commissioner Serna.

25 ARB BOARD MEMBER SERNA: Thank you. I typed my



1 question into the chat string, but I'll just read from it.  
2 So the question is for HCD, and it is how will Project  
3 Homekey preserve and hopefully enhance local government's  
4 ability to exercise our own careful discretion about how  
5 best to locate possible hotel/motel conversion to  
6 permanent supportive or transitional housing?

7 HCD DEPUTY DIRECTOR KIRKEBY: I apologize. Would  
8 you mind saying that again? I cut out for the first part  
9 of your question. I apologize.

10 ARB BOARD MEMBER SERNA: Sure. So the question  
11 is how will Project Homekey preserve and hopefully enhance  
12 local government's ability to exercise our own careful  
13 discretion about how best to locate possible hotel/motel  
14 conversion to permanent supportive or transitional  
15 housing?

16 HCD DEPUTY DIRECTOR KIRKEBY: Great question. So  
17 this is -- this is -- because of that timeline that was  
18 mentioned, this is going to be a project in partnership.  
19 You know, we -- we do need people who are coming to us  
20 saying this is -- I'm a local government and this is --  
21 this is the hotel/motel site that I think is the best  
22 candidate to become permanent supportive housing or become  
23 permanent housing opportunity for -- for homeless  
24 individuals and those at risk of homelessness.

25 And so this is really going to be in partnership

1 with local governments bringing -- bringing developments  
2 to us that are good candidates for this.

3 Does that help to answer your question?

4 ARB BOARD MEMBER SERNA: Generally. The question  
5 comes from the experience that we had here in Sacramento  
6 with Project Roomkey. And I understand that, of course,  
7 everyone is working in a emergent environment and where,  
8 you know, time is of the essence to -- to help people that  
9 are most in need.

10 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

11 ARB BOARD MEMBER SERNA: Unfortunately, we had  
12 some incidences where there was continued  
13 overconcentration of service delivery in parts of the  
14 community I represent that have historically just been  
15 overburdened and, quite frankly, don't necessarily serve  
16 the homeless community as best as we could, because as we  
17 all know homelessness has now become so geographically  
18 ubiquitous, it's not just for downtown --

19 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

20 ARB BOARD MEMBER SERNA: -- so it's not just in  
21 certain locations. It's everywhere.

22 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

23 ARB BOARD MEMBER SERNA: So I'm just eager to  
24 understand. I'm sure I'm not alone from a local  
25 government perspective. How we're going to kind of take a

1 deep breath, maybe consider lessons learned from Roomkey  
2 as we move forward with Homekey --

3 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

4 ARB BOARD MEMBER SERNA: -- and really maybe do a  
5 little bit better job in terms of the location and  
6 effectiveness at what we're all trying to do, which is  
7 enhance, you know, service delivery for people that are  
8 unsheltered. And even though, you know, it may have been  
9 inspired by a pandemic, I think all of us agree this is as  
10 much an opportunity as anything else moving forward to  
11 have another new arrow in our quiver to help --

12 HCD DEPUTY DIRECTOR KIRKEBY: Yes.

13 ARB BOARD MEMBER SERNA: -- the most vulnerable  
14 of us.

15 HCD DEPUTY DIRECTOR KIRKEBY: Yes. So I  
16 appreciate the question and the concern. And I think -- I  
17 think the answer is that, you know, local governments will  
18 have a lot -- a seat at the table in this phase of the  
19 program, but we are also trying to make sure that things  
20 can move -- can move quickly. And so we're going to be  
21 working on developments that are brought to us by local  
22 governments and then partnering with Department of General  
23 Services, as well as thinking through the items you  
24 brought up about what is a good location in terms of -- in  
25 terms of which -- which sites are acquired before the end

1 of the year. So I -- that's definitely a piece of the  
2 puzzle in our mind as well.

3 CTC VICE CHAIR NORTON: Okay. Well, thank you,  
4 Megan and Supervisor Serna

5 ARB BOARD MEMBER SERNA: Thank you.

6 CTC VICE CHAIR NORTON: And we're going to move  
7 on to the question from Commissioner Lucy Dunn.

8 CTC COMMISSIONER DUNN: Thank you, Madam Chair.  
9 This is really for HCD. I really appreciate all the  
10 presentations, and -- but I want to share with you -- and  
11 I asked for this the last time we had a joint meeting and  
12 had Zach present from HCD. I was hoping you guys would do  
13 this every single time. What I love about Richard Corey's  
14 report is he gives me always the top line. Hey, we're not  
15 on track to meet our climate change goals and reduce the  
16 stuff we need to reduce. I love that. And then he'll  
17 share the information and the good news and the bad news  
18 of what we're doing.

19 When we talk about Project Roomkey, Project  
20 Homekey, affordable housing, funding at HCD, it's fabulous  
21 stuff. It's all great work. But the top line, the very  
22 first things that I would love to hear from HCD every time  
23 is recognizing that these programs are really treating --  
24 it's serious, but they're treating symptoms of the  
25 overarching disease. And the overarching disease in

1 California is that we have a systemic lack of housing and  
2 it's gone back for decades. So we all know this isn't  
3 going to get fixed overnight.

4 We know that we need about 180,000 units per year  
5 in housing based on population and jobs growth. I get  
6 it's COVID. I get that, you know, things are different  
7 now. But just based on the top line, just -- just the  
8 facts, ma'am.

9 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

10 CTC COMMISSIONER DUNN: How many housing units,  
11 knowing that we need 180 to 200,000, how many housing  
12 units did we build in 2019?

13 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

14 CTC COMMISSIONER DUNN: How many housing units  
15 have so far been built in 2020?

16 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

17 CTC COMMISSIONER DUNN: And are we making a dent  
18 at all in a Governor --

19 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

20 CTC COMMISSIONER DUNN: -- that spent an entire  
21 State of the State talking about attacking housing as a  
22 major systemic issue for California's economy. So just,  
23 you know, without having -- just the baseline numbers  
24 always, so the overarching issue in housing is never  
25 forgotten that we need to increase supply choices and

1 affordability in all price points, in addition to working  
2 on huge --

3 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

4 CTC COMMISSIONER DUNN: -- homeless issues, huge  
5 affordable housing issues. Give -- do -- do what Richard  
6 Corey does brilliantly, give me the tale of the tape --

7 HCD DEPUTY DIRECTOR KIRKEBY: Um-hmm.

8 CTC COMMISSIONER DUNN: -- the top line number,  
9 and then I know that you're working on all of these  
10 tougher issues.

11 HCD DEPUTY DIRECTOR KIRKEBY: Great. We  
12 appreciate that. And that -- I apologize for the gap in  
13 sharing that important tidbit. But I think it -- we may  
14 even tell you those numbers in our later presentation,  
15 because I think --

16 CTC COMMISSIONER DUNN: Great.

17 HCD DEPUTY DIRECTOR KIRKEBY: -- we do like to  
18 keep a dashboard at HCD going with that information,  
19 because we similarly feel, you know, that should be part  
20 of the driver of what -- what we come to work to do every  
21 day.

22 CTC COMMISSIONER DUNN: Yeah, because the  
23 symptoms of the lack of overarching supply mean that we're  
24 going to have to continue to deal with increased  
25 homelessness and affordability. And so if we can also

1 keep track of that top line before you get into the  
2 details of these other wonderful programs that are  
3 attacking the symptoms, it would really put everything in  
4 context.

5 HCD DEPUTY DIRECTOR KIRKEBY: Yeah.

6 CTC VICE CHAIR NORTON: Ms. Kirkeby, if you --  
7 since you're going to be presenting between 3:30 and 4:15,  
8 I was wondering whether or not that's a fact that you  
9 could provide later on in the day, if you -- if your staff  
10 can get that to you, because it is --

11 HCD DEPUTY DIRECTOR KIRKEBY: I think that's  
12 right. I think we -- we should be able to do that. No  
13 problem.

14 CTC VICE CHAIR NORTON: Thanks so much.

15 CTC COMMISSIONER DUNN: Thank you.

16 CTC VICE CHAIR NORTON: Thank you very much. And  
17 with, Douglas, is that all the questions in that section,  
18 so we can move on to section 4?

19 CTC CLERK REMEDIOS: Yes, Madam Chair, that's  
20 all.

21 CTC VICE CHAIR NORTON: Okay. Wonderful. With  
22 that, I'm delighted that we can move to section 4, which  
23 is our Transportation Trends and Innovations. And let's  
24 begin with Fraser Shilling.

25 MR. SHILLING: Great. Thank You. Am I unmuted?

1 CTC VICE CHAIR NORTON: You are unmuted.

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

4 MR. SHILLING: All right. Thank you very much.

5 I am the co-director of the Road Ecology Center  
6 at the University of California, Davis. And I'm excited  
7 to talk to you guys at your joint conference, the CTC, the  
8 Air Resources Board, and HCD.

9 And so I appreciate this invitation and I hope  
10 you'll find this information useful. And I'm going to  
11 keep in mind the last comment about the end of the tape  
12 and the bottom line. And so I'll just try to make sure  
13 the bottom line is clear throughout.

14 So as I said, I'm at the Road Ecology Center. I  
15 am going to talk about things that extend beyond thinking  
16 about ecology, but it is related to transportation. And  
17 I've been studying transportation impacts for a good part  
18 of the last 20 years, mostly from the point of view of how  
19 they impact people and nature. So that's going to be most  
20 of the basis of what I'm going to talk about today.

21 Next slide, please.

22 --o0o--

23 MR. SHILLING: I do want to acknowledge that I  
24 have a lot of colleagues in various agencies. Some of  
25 them are not aware they're colleagues. But CHP officers



1 have really been a critical source of crash data for us.  
2 We use their information in a lot of our crash analyses.  
3 And they are the frontline of reporting for a lot of what  
4 I'm going to talk about.

5 And then at CDPH, the CMOD program run by Dr.  
6 Nana Tufuoh and with Orion Stewart has been a -- they're a  
7 great partner, as well as two members of the UCD Medical  
8 Center Christy Adams and David Shatz, my programmer David  
9 Waetjen and then there's a big slough of Road Ecology  
10 Center interns who helped with this as well. So I just  
11 want to acknowledge them up front.

12 Next slide, please.

13 --o0o--

14 MR. SHILLING: I'm going to talk about traffic  
15 data and I'm going to use two different sources. There's  
16 some -- I'm going to present both because it's still not  
17 obvious which is the best way to go in terms of reporting  
18 travel, and trips, and how traffic has changed. So I'll  
19 report using both types of data.

20 Streetlightdata.com is our source of vehicle  
21 miles traveled data. They use cell phone movement data to  
22 estimate VMT. Pems is our primary sources for highway  
23 traffic volumes and speed. And then we have a custom  
24 program software called California Highway Incident  
25 Processing System. It takes CHP reports and real-time

1 incident reports, and processes them using text queries  
2 and various other tools, so that every 15 minutes we have  
3 an updated view of the crash and various other incidents  
4 across California highways and major roads.

5 And then I'll talk -- I'll cite other information  
6 sources as they come up.

7 Next slide, please.

8 --o0o--

9 MR. SHILLING: So as we all know, and I'm not  
10 going to harp on it, cases have been going up in the U.S.  
11 and California of Coronavirus. And our most recent surge  
12 followed something that looked like a down curve. And a  
13 lot of this you'll see is reflected in how we can also  
14 think about transportation. So there's definitely a  
15 relationship there.

16 And transportation is really the key in both the  
17 economic recovery and also understanding how regional and  
18 interstate -- inter-community transmission of -- of the  
19 disease can occur. I put in a little picture of here of a  
20 bar scene following the Governor's order to not do this.  
21 So it's just highlighting that this is a really difficult  
22 problem to solve.

23 Next slide, please.

24 --o0o--

25 MR. SHILLING: So the -- the data I'm showing

1 here on the top right, this is vehicle miles traveled from  
2 StreetLight Data. I will show you some PemS highway data  
3 as well. But this showed the huge drop off in traffic in  
4 California following the state of emergency and the  
5 shelter-in-place orders on the top right. This chart is  
6 reflected through most of the states most of the counties  
7 in the United States. So when we looked at other states  
8 and other counties, they almost all started at the same  
9 time, which indicates that the change in traffic patterns  
10 was linked more to media reports and less to state orders.

11 So, for example, in one state we looked at, the  
12 state order was in April, but the traffic dropped off  
13 mirrored California's. So the change in traffic patterns  
14 is seeming to be responsive to changing media discussions  
15 of COVID, probably as well as state orders or state  
16 guidance.

17 I put the cases at the bottom right of COVID-19,  
18 so that we can see that there may be a relationship  
19 between how much we're moving around and COVID-19.

20 So when -- when California was in stasis for four  
21 weeks or so, we tracked the reductions of about 75  
22 percent. We had very little growth in COVID cases. This  
23 may or may not be a correlation. I'm just pointing it  
24 out. As we increased our traffic through the Memorial Day  
25 weekend and then more recently through July 4th weekend,

1 we have seen this big surge in cases, which is not  
2 necessarily because traffic is causing COVID-19 cases to  
3 increase, but they are both a reflection of people's  
4 desire to move in increased movement and therefore  
5 increased contact.

6 As others have pointed out, there was a great  
7 webinar from Institute of Transportation Studies recently  
8 talking about travel behavior, different modes. You can  
9 see this in the little graph on the left, walking,  
10 driving, and transit have had very different responses to  
11 changes in people's thinking about COVID-19 and from each  
12 other with transit obviously lagging considerably.

13 Next slide, please.

14 --o0o--

15 MR. SHILLING: Counties responded quite  
16 differently or have been responding quite differently  
17 throughout the state. San Francisco has consistently had  
18 very much reduced traffic, whereas some of the more rural  
19 counties have varied with some of the coming back on those  
20 up to pre-COVID-19 traffic levels. And this is true for  
21 counties throughout the country.

22 Next slide, please.

23 --o0o--

24 MR. SHILLING: If we look at PemS data, we see a  
25 similar pattern, although the quantities are different,

1 and I think this may relate to how we think about ADT or  
2 vehicle volume through sensors versus trips, trip length,  
3 trip types, et cetera. And there might be a changing  
4 relationship between these sensor data and the VMT data.

5 But you can see that different highways  
6 throughout the state, I-280 is at the top graph on the San  
7 Francisco Bay peninsula had -- has not come quite up as  
8 much as State Route 91 in Southern California, and then  
9 I-5 in San Diego is steadily increasing similar to 91. So  
10 there's regional differences in how traffic is responding  
11 to changing messaging and people's understanding of  
12 COVID-19.

13 Next slide, please.

14 --o0o--

15 MR. SHILLING: Now, I'm going to have a series of  
16 slides here where we talk about different kinds of  
17 impacts. Some of these are civil linings. Some of these  
18 might not be seen as silver linings.

19 The takeaway message from this slide is that  
20 reduced traffic, not surprisingly, results in both  
21 estimated and measured reduces in emissions of various  
22 kinds, in this case, greenhouse gas emissions. And this  
23 is all estimated based on vehicle miles traveled and  
24 amount of fuel that was used to fuel that travel.

25 And the bottom line for California is that we

1 avoided producing 300,000 tons of carbon dioxide over  
2 about a four-month period. And if we used a \$75 per ton  
3 price on a market that doesn't exist so well, we'd have an  
4 avoided cost of about \$2.7 billion savings in greenhouse  
5 gas emissions. That's just a coarse measure of our  
6 improved greenhouse gas emission position.

7 Next slide, please.

8 --o0o--

9 MR. SHILLING: There's reduced impacts on  
10 wildlife. In other states, it was a greater impact. We  
11 looked at several states across the country. We're  
12 expanding it to six states. And across three states, it  
13 was about a one-third reduction on impacts to wildlife.  
14 More importantly for mountain lions in California, there  
15 was a 58 percent reduction. In Florida, where they have  
16 similar data collection, there's about a 50 percent  
17 reduction for mountain lion mortality there or Florida  
18 panther. So there's a decrease in impacts to wildlife  
19 with the decrease in traffic.

20 When you look across the whole U.S., this could  
21 be up to tens of millions of animals that were not killed  
22 that otherwise would have been due to reduced traffic.

23 Next slide, please.

24 --o0o--

25 MR. SHILLING: This is getting a little closer to

1 things may be the transportation folks are more interested  
2 in, and that is how did traffic safety change? We saw a  
3 huge drop-off following the shelter-in-place -- the  
4 state-of-emergency and shelter-in-place orders. And you  
5 can see that between March and April about a 40 percent  
6 reduction. There's a large spike you can see after April  
7 1st and it's got a blue bracket indicating it. Both of  
8 those blue brackets indicate rain events. And both rain  
9 events caused very large increases in -- as is typical, in  
10 rates of crashes, including injury crashes.

11 But we've maintained a reduced rate of injury  
12 crash. And although it is going back up, it is much lower  
13 than it would formally be this time of year or for any  
14 year.

15 Next slide, please.

16 --o0o--

17 MR. SHILLING: Unfortunately, from a -- Oops. I  
18 think we we're missing a slide.

19 Oh, no we're not. The injury data was confirmed  
20 independently looking at Sacramento regional trauma  
21 centers. And these are my colleagues at UCD Medical  
22 Center did some data collection for us in April. And we  
23 have about the same 40 percent reduction in both vehicle  
24 and pedestrian cyclists injuries during that same period  
25 we saw 40 a percent reduction of injury crashes on

1 highways.

2 Next slide, please.

3 --o0o--

4 MR. SHILLING: Unfortunately, from a vision zero  
5 point of view, we don't see or we did not see a reduction.  
6 And this is somewhat consistent with the media stories  
7 that say that people are speeding. And in other states  
8 they have seen that there is sometimes an increase in  
9 fatal crashes. So we're not seeing that benefit on the  
10 fatal crash side that we're seeing on the injury side.

11 So there's a decrease in the total rate of  
12 collisions, decrease in the rate of injury crashes, but  
13 not in fatal crashes.

14 Next slide, please.

15 --o0o--

16 MR. SHILLING: Crashes have costs. And this is  
17 the estimate of costs using Federal Highway Administration  
18 coefficients for all the different kinds of crashes that  
19 occurred during the time period indicated on the graph.  
20 And we saw about a \$24 million a day reduction in crash  
21 costs throughout the State, which over 120-day period  
22 works out to be about \$2.9 billion savings from reduced  
23 crashes.

24 Next slide, please.

25 --o0o--



1 MR. SHILLING: These crashes are distributed  
2 fairly evenly throughout the state -- sorry, the reduction  
3 in crashes are evenly distributed throughout the state, so  
4 we didn't see any region really benefiting more than  
5 others and reduced crashes.

6 Probably, if we zoomed in to the highway level  
7 and related to the PemS traffic volume data, we would  
8 start to see some relationships, but this -- at this  
9 coarse scale, it seemed like the entire State benefited  
10 from reduced crashes.

11 Next slide, please.

12 --o0o--

13 MR. SHILLING: If we use changes in VMT to  
14 estimate fuel use, we can see that Californians, and this  
15 is the bottom-line message, spend much less on fuel. I  
16 can attest to that as working from home. No longer  
17 driving to my office UCD campus. And if we assume those  
18 VMT values are correct and using an average cost gallon of  
19 gas, we saved about \$12 billion over 120-day period.

20 On the flip side of that, when we don't buy gas,  
21 we don't pay fuel tax and the State and other entities --  
22 transportation entities lost or could have lost 2.7  
23 billion over 120-day period. This is using daily VMT  
24 values for the State, assuming the VMT values are correct.

25 Next slide, please.

--o0o--

MR. SHILLING: This is just to give you a sense of where these multi-billion dollar values lie in relation to one measure of COVID-19, the cost of treatment. In California, this is up to a little after the July 4th weekend. There are about 60,000 cases treated in California and an average cost of \$30,000 of possible treatment. That works out to about \$2 billion over 120 days.

There's obviously a wide range to those. For example, my son who tested positive never went to the hospital. He's one of those young asymptomatic people, so he's at the zero end of the scale.

Next slide, please.

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MR. SHILLING: So this is the bottom bottom line. This is one way of bringing together these different silver linings. Some of the are not silver linings, for example lost fuel tax revenue, but these are different costs and benefits that we're see in COVID-19, and four of -- four of them are related directly to traffic.

We see a reduced cost of crashes, reduced expenditures on fuels, the result of savings to California residents. Reduced greenhouse gas emissions are not shown on here as reduced impacts to wildlife.

1           And with that, I will take any questions, unless  
2 we are going to wait till the -- until all of the panelist  
3 presentations for questions.

4           CTC VICE CHAIR NORTON: We are going to wait  
5 until the end of all the panelists, but we know we're  
6 going to put a pin in all the things we want to ask you,  
7 so.

8           MR. SHILLING: Okay.

9           CTC VICE CHAIR NORTON: And I just remind people,  
10 please let Douglas know, so that he can keep track of  
11 these, while we're going through the other panelists, and  
12 then we can have our questions at the end.

13           Thank you very much for your presentation. And  
14 we'll move now to Michael Pimentel, the Deputy Executive  
15 Director of the California Transportation Association.

16           Mr. Pimentel, do we have your audio?

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

19           MR. PIMENTEL: All right. Good afternoon, folks.  
20 Michael Pimentel, Deputy Executive Director of the  
21 California Transit Association. I do want to thank you  
22 for the opportunity to present to you today to discuss the  
23 state of public transportation. Frankly, I wish it were  
24 under better circumstances, but again, do appreciate the  
25 opportunity to present to you today.

1           So next slide, please.

2                       --o0o--

3           MR. PIMENTEL: So as you know, transit agencies  
4 across California are in a state of crisis due to the  
5 COVID-19 pandemic. The situation is so severe that  
6 earlier this week it was announced that one of my  
7 associations most active members, Caltrain, is on the  
8 verge of complete shutdown. And frankly, others may not  
9 be too far behind. I know this is a heavy way to begin my  
10 presentation this afternoon, but I think it's important  
11 for all of us as public figures and as public servants to  
12 recognize that without additional funding support, we may  
13 very well be facing a California without transit.

14           Now, throughout my presentation today, I hope to  
15 sketch for you the ark of COVID-19's impacts on  
16 California's transit agencies and the communities they  
17 serve, as well as the opportunities we see for addressing  
18 these impacts.

19           Now, I'll close my presentation by highlighting  
20 for you the recommendations for championing as an  
21 association to support transit's recovery, to win back the  
22 public's trust, and to ultimately build back better.

23           So next slide, please.

24           Next slide, please.

25                       --o0o--

1           MR. PIMENTEL: When the COVID-19 pandemic reached  
2 California in March of this year, and the Governor's  
3 stay-at-home order went into effect, public transit was  
4 hit incredibly hard. Seemingly overnight, ridership  
5 dropped at transit agencies statewide and by more than 80  
6 percent. And with that came an immediate and commensurate  
7 drop in passenger fares, resulting in billions of dollars  
8 in revenue shortfalls.

9           At the same time, transit agencies were called on  
10 to do more, to buy new hospital grade cleaning supplies,  
11 implement enhanced cleaning protocols, and to provide  
12 personal protective equipment to transit operators and  
13 maintenance staff. These necessary measures were and  
14 remain today unbudgeted expenses that round-out what we  
15 refer to in our industry as the pandemic's first wave of  
16 impacts to transit budgets.

17           Now, unfortunately, we're in the middle of the  
18 pandemic's second wave of impacts on transit agencies,  
19 typified by the drop in sales tax and other revenues tied  
20 directly to the statewide economic downturn. And we'll  
21 come back to that in just a moment. Back in March, we  
22 clearly saw that without immediate action, public transit  
23 service in California would have collapsed entirely,  
24 devastating not just the transit agencies and the people  
25 they employ, but also transit riders, and the environment.

1           Next slide.

2                       --o0o--

3           MR. PIMENTEL: As an association, we sprung into  
4 action directing calls for emergency funding to law makers  
5 in Washington D.C. and Sacramento.

6           Next slide, please.

7                       --o0o--

8           MR. PIMENTEL: More concretely, we echoed the  
9 American Public Transportation Association's then request  
10 of Congress for \$16 billion in national emergency funding  
11 and lobbied Speaker Pelosi and California's Congressional  
12 delegation. And based on data we collected from our  
13 members, we authored our own state level emergency funding  
14 request directed Governor Newsom and the California  
15 Legislature, which calls for \$1 billion to address the  
16 most pressing needs faced by California transit agencies.

17          Next slide, please.

18                       --o0o--

19          MR. PIMENTEL: This two-level advocacy push  
20 ultimately paid off when Congress passed and the President  
21 signed the federal CARES Act, which provided emergency  
22 funding to address the immediate funding needs of transit  
23 agencies nationwide and which staved off the most  
24 devastating service cuts and workforce impacts that were  
25 otherwise on the horizon.

1           In response to the bill's enactment, my  
2 association pivoted away from our State level \$1 billion  
3 emergency funding request and turned our attention to  
4 securing State statutory and regulatory relief to reduce  
5 the cost of running transit service, temporarily eliminate  
6 unnecessary and counterproductive transit efficiency  
7 requirements, and to create new flexibility in the various  
8 funding streams transit agencies already receive.

9           Next slide, please.

10                       --o0o--

11           MR. PIMENTEL: But that was nearly four months  
12 ago. Unfortunately, further analysis by transportation  
13 planning officials in the largest regions of our state and  
14 the Association's survey of its whole membership has  
15 proved just how devastating COVID-19 has been on transit  
16 operating budgets statewide. Because that second wave of  
17 the funding crisis is now breaking over us, and hitting  
18 some of our agencies harder than originally predicted. We  
19 now see near-term funding shortfalls that far surpass by  
20 billions of dollars the funding made available by the  
21 federal CARES Act.

22           We know that without additional funding from  
23 Congress or the State Legislature, transit in too many  
24 communities across California will be severely and  
25 possibly irreparably compromised. For us, this is truly

1 an existential crisis.

2 Next slide, please.

3 --o0o--

4 MR. PIMENTEL: And to punctuate this point, I've  
5 drawn out just a few recent examples of the actions  
6 California's transit agencies are considering, if  
7 additional funding isn't forthcoming, examples that  
8 predate the Caltrain news I shared with you just moments  
9 ago by just a week and that highlight the devastation that  
10 is increasingly imminent.

11 San Francisco Municipal Transportation Authority,  
12 for example, serving the metropolitan area, with the  
13 second highest per capita transit ridership in the  
14 country, is considering eliminating 40 of its 68 bus lines  
15 possibly permanently.

16 AC Transit in Oakland, which serves as a key  
17 partner with the California Air Resources Board in helping  
18 to incubate hydrogen fuel cell technologies for heavy-duty  
19 applications, is considering similarly devastating cuts,  
20 cuts of about 30 percent of its service.

21 Next slide, please.

22 --o0o--

23 MR. PIMENTEL: Finally, San Francisco BART, which  
24 pre-crisis rounded out the top ten agencies in the country  
25 by unlinked passenger trips, was reporting a decline in



1 ridership of roughly 85 percent, costing the agency about  
2 \$40 million a month.

3 Now, my examples today were exclusively from  
4 Northern California and exclusively from the Bay Area But  
5 I want to absolutely clear. This crisis is statewide and  
6 a request for additional funding is intended to meet the  
7 needs of all California transit agencies.

8 Next slide, please.

9 --o0o--

10 MR. PIMENTEL: Luckily, there are faint glimmers  
11 of hope. To be specific, Democrats in Congress, through  
12 the leadership of Speaker Pelosi, have advanced several  
13 measures that would provide new emergency funding to a  
14 variety of industries, including public transportation.

15 We're told that as soon as next Thursday, Senate  
16 Republicans will release their counter to these measures.  
17 And while we suspect emergency funding for transit  
18 agencies won't be a priority for them, the enormous needs  
19 of New York MTA will likely compel Minority Leader Schumer  
20 to go to bat for the nation's transit agencies.

21 In California, as you know, Governor Newsom just  
22 signed the Budget Act of 2020. That budget was a workload  
23 budget pared down to only the most base functions of State  
24 government. But we continue to hear about the potential  
25 for economic stimulus, particularly for hard-hit

1 industries. And with these opportunities in mind, we have  
2 amplified our call for emergency funding for California  
3 transit agencies.

4 Next slide, please.

5 --o0o--

6 MR. PIMENTEL: To be clear, late last month, we  
7 released our request for \$3.1 billion in emergency funding  
8 directed at Governor Newsom's State legislative and  
9 congressional leaders in California's congressional  
10 delegation.

11 The \$3.1 billion request conveys the funding need  
12 that remains at transit agencies statewide after fully  
13 accounting for the funding provided by -- provided to  
14 California by the federal CARES Act.

15 Next slide, please.

16 --o0o--

17 MR. PIMENTEL: Next slide, please.

18 --o0o--

19 MR. PIMENTEL: Now, as I close this portion of my  
20 presentation, I do want to underscore why the realities I  
21 just highlighted matter. The demographics of transit  
22 ridership has for years skewed toward low-income  
23 communities and community of color, communities where  
24 frankly many individuals lack access to other modes of  
25 mobility.

1           In today's crisis, that disparity in who rides  
2 transit and who doesn't has only grown starker. Many  
3 riding public transportation today don't have the luxury  
4 of working from home like many of us do. And for many of  
5 these riders, transit is a true lifeline. Allowing  
6 transit to fail these communities cannot be on the table  
7 for the State of California.

8           Next slide, please.

9                               --o0o--

10          MR. PIMENTEL: Next slide, please.

11                               --o0o--

12          MR. PIMENTEL: So as we're pursuing our emergency  
13 funding request for \$3.1 billion, my association and the  
14 industry more broadly, is also looking internally and  
15 actively discussing the steps our transit agencies must  
16 take to recover from the crisis, and ultimately to build  
17 back better, that when the pandemic subsides, we don't  
18 simply return to business as usual.

19          Next slide, please.

20                               --o0o--

21          MR. PIMENTEL: This period of self reflection and  
22 these steps towards self-improvement were initiated at the  
23 national level through the American Public Transportation  
24 Association, known as APTA, and are being helped by two  
25 Californians. Nuria Fernandez, Chair of the American

1 Public Transportation Association and CEO of Santa Clara  
2 VTA in San Jose, as well as Phil Washington, CEO of LA  
3 Metro.

4 Together, and in concert with a variety of  
5 industry stakeholders including my association, they're  
6 leading a national mobility recovery and restoration task  
7 force to better understand how to improve transit's core  
8 competencies and to integrate new tools and methods for  
9 building a more nimble, more attractive, and ultimately a  
10 more resilient public transportation network.

11 Next slide, please.

12 --o0o--

13 MR. PIMENTEL: At a regional level, MTC has  
14 engaged with Bay Area operators on how to advance a  
15 regional strategy for rebuilding the region's vast  
16 transportation network.

17 Next slide, please.

18 --o0o--

19 MR. PIMENTEL: And as an Association, we have  
20 initiated our own effort that we will refer to in  
21 shorthand as the future of transit. This will -- and this  
22 will be the primary focus of my discussion today.  
23 However, it's important for you to understand the scope of  
24 the broader effort that is underway.

25 Now, the Association's effort is aimed to

1 influence -- aimed at influencing the final  
2 recommendations of ACTA's Mobility Recovery and  
3 Restoration Task Force. And it aims also to provide  
4 initial guidance to California Transit Association members  
5 and the broader industry here in California on best  
6 practices for addressing the pandemics.

7 And frankly, it also seeks to demonstrate to the  
8 public, the legislators and other stakeholders that  
9 transit agencies are thinking critically about their role  
10 in maintaining public trans -- public health and  
11 proactively developing strategies for ultimately improving  
12 transit service.

13 So next slide, please.

14 --o0o--

15 MR. PIMENTEL: Now, our effort is overseen by the  
16 Association's Transit Crisis Relief Task Force and has  
17 just produced a report adopted by -- by my Association's  
18 24-member executive committee that represents the  
19 culmination of two months of research, industry outreach,  
20 and discussion, and which drew on the expert opinion of  
21 the Association's standing commitments.

22 Next slide, please.

23 --o0o--

24 MR. PIMENTEL: This report, which would be  
25 publicly released on Monday, July 20th includes 17 elected

1 best practices and policy recommendations that touch on  
2 various aspects of transit operations, technology, land  
3 use, and funding.

4 Next slide, please.

5 --o0o--

6 MR. PIMENTEL: And they're presented for you  
7 here. For today's purposes, I won't review all of them,  
8 but I'll touch on just a few that highlight strategies  
9 that deliver benefits to public health and transit  
10 operations today during today's pandemic, and that will  
11 deliver dividends well into -- into the future, if  
12 maintained or expanded.

13 Next slide, please.

14 --o0o--

15 MR. PIMENTEL: So to start, we're calling for  
16 certain obvious measures like prioritizing service  
17 restoration in high ridership corridors and restoring more  
18 frequent service. Today, these improvements allow transit  
19 agencies to maximize the mobility benefits of limited  
20 operating budgets and help maintain physical distance.

21 And over the long run, they will help improve  
22 transit efficiency and increase transit ridership. It's  
23 worth noting that there's robust survey data that  
24 demonstrates that above all else what drives ridership is  
25 with its frequency that makes public transit more reliable

1 and more convenient.

2 Next slide, please.

3 --o0o--

4 MR. PIMENTEL: Next slide, please.

5 --o0o--

6 MR. PIMENTEL: We're also calling on transit  
7 agencies to introduce digital ticketing and contactless  
8 payment systems. Today, the public health benefits of a  
9 transition to this technology are clear. It limits the  
10 physical exchange of cash, limits contact with shared  
11 surfaces and objects, but it can also speed up bus  
12 boarding times, in particular, which can help with on-time  
13 performance. And it also lays the foundation for greater  
14 system integration within and between regions.

15 Next slide, please.

16 --o0o--

17 MR. PIMENTEL: Next, we are encouraging our  
18 members to consider how they might integrate new mobility  
19 options into their existing service, particularly where  
20 more cost effective. This may allow transit agencies to  
21 replace low-performing lines for services that are more  
22 convenient and reliable to riders, and can produce cost  
23 savings that could be reinvested in high-performing lines  
24 to further bolster transit's cost effectiveness.

25 Next slide, please.

1                   --o0o--

2           MR. PIMENTEL: Finally, we see great promise in  
3 transit agencies working with local and regional partners  
4 to implement dedicated bus lanes and to institute traffic  
5 signal prioritization. Now, some of you may have heard me  
6 speak to this in the past. In today's pandemic, these  
7 improvements not only improve transit travel times and  
8 increase on-time performance, which can grow transit  
9 ridership, but they can also better ensure that transit  
10 agencies are able to provide service that meets demands,  
11 limiting crowding on vehicles during today's pandemic.

12           Now, those were just six of the 17  
13 recommendations, but they should give you clear insight  
14 into how my association and the industry are thinking  
15 through a recovery. We look forward to sharing the full  
16 list of recommendations with you on July 20th.

17           Next slide, please.

18                   --o0o--

19           MR. PIMENTEL: Next slide, please.

20                   --o0o--

21           MR. PIMENTEL: And with that, I thank you for  
22 your time and look forward to any questions at the end of  
23 today's presentations. So thank you so much.

24           CTC VICE CHAIR NORTON: Thank you very much. A  
25 very interesting presentation. Thanks again.



1           Next, we want to hear from Colin Parent,  
2 Executive Director of Circulate San Diego. And we'll  
3 entertain questions for all three panelists after that.

4           (Thereupon an overhead presentation was  
5 Presented as follows.)

6           MR. PARENT: Okay. I'm un -- I'm unmuted now,  
7 right?

8           CTC VICE CHAIR NORTON: You're unmuted now.

9           MR. PARENT: Okay. Very good. Thanks, everyone,  
10 for inviting me. My name is Colin Parent. I'm the  
11 Executive Director and general counsel with Circulate San  
12 Diego. I'm also an elected official and a member of the  
13 City Council in La Mesa, California, and also finally am a  
14 former staff member at the Department of Housing and  
15 Community Development one of the co-hosts of this  
16 discussion today. And I served for a couple of years in  
17 the Brown administration after working on the campaign  
18 with our prior speaker, Mike Pimentel.

19           So we can go to the next slide, please.

20                       --o0o--

21           MR. PARENT: Just a little bit about Circulate  
22 San Diego before I start. We're a local think tank.  
23 Operate mostly in the City of San Diego -- or the region  
24 of San Diego. We focus on three main areas public  
25 transit, street safety, including Vision Zero - you can

1 see our Vision Zero superhero Captain VZ at our press  
2 conference at that slide - and also sustainable growth,  
3 focusing on transit-oriented development and affordable  
4 housing and the like

5 We do most of the work in the -- in the San Diego  
6 region, but we're currently sponsoring a bill in the  
7 Legislature enhancing the Density Bonus Program. So we  
8 sometimes step out of that space.

9 And we can go to the next slide.

10 --o0o--

11 MR. PARENT: And then in a -- for those of us who  
12 may be familiar with our work reading about our stuff in  
13 the press or on social media, we may -- we're probably  
14 better known for the advocacy and research that we do.  
15 But actually a majority of our budget and of our staff is  
16 focused on planning. And so we do fee-for-service  
17 planning work for cities and school districts doing  
18 safe-routes-to-school plans and pedestrian master plans  
19 and other sorts of things, again mostly in the city and  
20 the San Diego region, but we've done some others in the --  
21 throughout Southern California. You can go to the next  
22 slide.

23 --o0o--

24 MR. PARENT: So the brief agenda that I have for  
25 my presentation is really three-fold. I want to just

1 identify for -- for folks, you know, how Circulate, as an  
2 organization, thinks about advocacy and our role and  
3 advocates in the decision-making process for government  
4 agencies. Two, I'd like to discuss what I've been seeing  
5 in terms of advocacy really in the time of COVID around  
6 transit and Transportation, both by Circulate but by other  
7 groups throughout California. And then some things to  
8 keep on the lookout for, opportunities and others related  
9 to advocacy coming up.

10 So let's go to the next slide.

11 --o0o--

12 MR. PARENT: So I'm just going to quickly go  
13 through an explanation of our advocacy model. I think a  
14 lot of other advocacy organizations do something similar.  
15 Although, to my -- to my experience, too rarely do they --  
16 are they able to articulate these steps, but I think it's  
17 really useful to think through. And so we're going to go  
18 through these four different advocacy models and as an  
19 example -- and use an example to illustrate them.

20 So we can go to the next slide.

21 --o0o--

22 MR. PARENT: So our advocacy model is that we --  
23 our first step is we identify a problem. And the -- I'll  
24 give you an example of a project or a campaign that we've  
25 done where we did this. And the first was we identified

1 that our largest transit agency in the region, MTS, they  
2 had some wasted transit agency and land, mostly in the  
3 form of parking lots next to trolley stops that were --  
4 had relatively low utilization rates. And so -- so that's  
5 a problem that we identified.

6 You can go to the next slide.

7 --o0o--

8 MR. PARENT: And the way that we dealt with that  
9 is that we -- or our second strategy is that we always try  
10 to recommend a solution to identify -- to the problem that  
11 we identify. And we usually do that in reports.  
12 Sometimes we do it through other things. And this -- we  
13 put out a report a couple of years ago called Real  
14 Opportunity that identified -- that highlighted that that  
15 problem that we had identified included a bunch of  
16 research showing that these parking lots were being  
17 underutilized and then recommending that the MTS, the  
18 transit agency, adopt some of the policies of the peer  
19 transit agencies in California like LA Metro and BART,  
20 which had done a much more effective job of making their  
21 excess real estate available for development.

22 So we can go to the next -- next slide.

23 --o0o--

24 MR. PARENT: And then the third part of our  
25 advocacy model is we remind the public who is responsible

1 for solving the problem that we identified. And in this  
2 circumstance -- in this campaign, the MTS Board was the  
3 entity that was responsible for fixing the problem. And  
4 so we would just remind the public, mostly through the  
5 press, over, and over, and over again about who is  
6 responsible for fixing this problem.

7 So we had, I think, three different press  
8 conferences, a whole bunch of different -- other press and  
9 strategies that we use to -- to get our message out there.  
10 You can see, you know, if you're doing a press conference,  
11 there's nothing better than having some carpenters wearing  
12 hard hats and orange vests standing behind you. It makes  
13 for great television. And that really just gets the  
14 attention of the elected officials and decision makers,  
15 and gets them to -- to take some action.

16 And so the fourth -- we can go to the next slide.

17 --o0o--

18 MR. PARENT: And the fourth element of our model  
19 of advocacy is we like to reward decision makers for  
20 solving the problem. And that's even if they solved it  
21 differently than we proposed. And so in this  
22 circumstance, we did a campaign. We identified this  
23 problem, recommended some solutions. The MTS and their  
24 leadership to their credit took action and actually  
25 changed some policy. And we responded very positively and

1 thanked them for doing it. They didn't adopt the policy  
2 exactly the way that we suggested, but that's okay,  
3 because the point is that they -- they solved the problem  
4 and we rewarded them for doing that.

5 And so that's basically how we approached  
6 advocacy and how we think of advocates' roles in getting  
7 government agencies and elected officials to make  
8 decisions.

9 So we can go to the next slide.

10 --o0o--

11 MR. PARENT: And so I wanted to, you know, sort  
12 of take that and start talking through how we think of our  
13 advocacy role and our roles as advocates, and identify  
14 some places where we've made -- where we've seen some  
15 advocacy around COVID and public transportation and  
16 transportation more generally in this period.

17 And so the first is around the initial round of  
18 the CARES Act funding. Transportation for America and  
19 TransitCenter, two national advocacy organizations  
20 initially took some action and organized a bunch of  
21 advocates from around the country to sign support letters  
22 to Congress to get them to include transit funding in the  
23 CARES Act.

24 This is -- it was pretty much unprecedented. I  
25 don't think that big of a group from advocates from around

1 the country on transit have collaborated in such a -- in  
2 such a way, but I think it was great and it helped get  
3 that message through.

4 My understanding is a lot of the transit  
5 operators like Michael's group did a lot of that too,  
6 and -- but I don't know that there was a great deal of  
7 collaboration in that. Although, that seems to be  
8 changing in this up -- this upcoming bill. We've been  
9 invited to support some -- some letters being organized by  
10 transit operators, in addition to advocates.

11 Secondly, there's been -- there's been a lot of  
12 push by advocates to maintain service, because -- and I  
13 put in the little sub-bullet that the anti-transit versus  
14 pro-transit. In the time of COVID, a lot of the --  
15 there's definitely local elected officials, among others,  
16 who said, okay, well, we've got this -- this disease. We  
17 should stop running transit. And those were oftentimes  
18 the same people who say it at our SANDAG or other  
19 entities, who are making the same arguments pre-COVID.  
20 And so COVID seemed to be just another opportunity for  
21 people to try to argue against transit.

22 And then the third big element of advocacy that  
23 I've seen around co-COVID so far is around the protection  
24 of rioters and transit operators. And so we've been  
25 invited as an organization -- I've seen this happen in

1 other regions too, transit operator unions partnering and  
2 reaching out to partner with advocates in ways that I  
3 haven't seen in the past. And I think that's potentially  
4 something that we're going to see more of going forward.

5           There's been a lot of concerns about equitable  
6 enforcement. You know, if we're going to require masks or  
7 do other things on the transit systems, are we going to  
8 enforce those in a way that is fair or are we going to do  
9 otherwise?

10           And then finally, there's been some changes to  
11 things like rear-door boarding and touchless fare payment  
12 systems that -- that a lot of agencies, including MTS,  
13 have been affirmative in setting up, which I think are  
14 really great and are things that -- oftentimes things that  
15 advocates have been pushing for.

16           Circulate, for example, we have been advocating  
17 for touchless fare payments in the past and the agency had  
18 only been willing to provide them for monthly passes and  
19 for day passes, and hadn't been willing to do them for  
20 one-way passes. But after COVID hit, they decided to do  
21 the one-way passes, which is good, but a bit of a mixture  
22 of COVID and past advocacy.

23           So we can go to the next slide.

24                           --o0o--

25           MR. PARENT: Circulate, we put out a report about



1 a month into the pandemic identifying the share of  
2 essential workers in the region that rely on transit as  
3 their -- part of their daily commute. We were able to get  
4 this from census data. We also were able to show from  
5 that same data that essential workers represented about 35  
6 percent of the region's transit riders. And this was a --  
7 sort of a local version of a report that TransitCenter had  
8 done with similar data nationwide. And this was to try to  
9 push back against some of those arguments that -- that we  
10 should shutdown transit, because it was unsafe to say no,  
11 no, it's actually really important and crucial to the  
12 region even -- even in the cut -- in the course of COVID.

13 We can go to the next slide.

14 --o0o--

15 MR. PARENT: And then this is an interesting  
16 quote. I don't -- I don't oftentimes quote conservative  
17 economists. But Milton Friedman has this really  
18 interesting quote that you know when a crisis occurs, the  
19 actions that are taken depend on the ideas that are lying  
20 around. And so in some -- in a number of -- a number of  
21 ways we've seen things that advocates for public -- around  
22 public transit have been pushing for, and safe streets as  
23 well become -- they're things that maybe we had -- not had  
24 success getting adopted in the time of COVID in this -- in  
25 this crisis, governments are -- and government agencies

1 are looking at some of those -- those solutions in a new  
2 light and saying, okay, well, maybe we -- maybe we  
3 didn't -- we weren't attracted to this before, but now it  
4 seems like it makes a lot of sense in this -- in this  
5 context. Let's go ahead and implement them.

6 And so I think the contact -- the expanded fare  
7 payment options are a great example and the -- the notion  
8 of allowing for rear-door boarding to allow more people to  
9 board a vehicle faster, so that -- so that the transit  
10 routes are able to go faster is another issue that a lot  
11 of advocates have been pushing for nationwide, and a lot  
12 of agencies may -- while may have been resistant to them  
13 in the past have actually been choosing to do them in  
14 COVID -- in COVID times for perhaps other reasons. So we  
15 can go to the next slide.

16 --o0o--

17 MR. PARENT: And then, you know, I'll just  
18 highlight here that transit does really remain essential,  
19 not just in the time of COVID, but even in the time of  
20 some civil unrest like we've had with the Black Lives  
21 Matter protests.

22 So I think LA Metro -- this is a Tweet from LA  
23 Metro after they had closed down their system during  
24 some -- during some riots, where they apologized for doing  
25 that, because they ended up stranding a bunch of their

1 riders and ultimately decided that was -- that had been a  
2 mistake.

3 MTS, our region -- regional agency in San Diego  
4 considered doing the same. Lots of even MTS Board members  
5 were lobbying the Chair to get to close down the system  
6 during some of the riots happening in the San Diego  
7 region. We spoke with the Chair and urged him not to, in  
8 fact, cited the situation in L.A. And they ultimately  
9 decided not to shut down the system, which I think also --  
10 was the right move, even in the course of that civil  
11 unrest.

12 We can go to the next slide.

13 --o0o--

14 MR. PARENT: And then just some future advocacy  
15 that I anticipate will be in play that -- probably that  
16 folks in -- or throughout California should -- should  
17 take -- be keeping an eye out for is that -- you know, one  
18 is that, you know, there may very well be cuts to budgets  
19 and to service. And how those cuts are managed is going  
20 to be something that a lot of advocacy organizations are  
21 going to have a lot of keen attention to, and how do we do  
22 that in a way that's most equitable, that maintains  
23 ridership, that's still good for the climate. I think  
24 these are -- these are going to be challenging questions,  
25 but advocates are going to want to weigh in and have a --

1 and have say.

2           There's also going to be a potential future  
3 advocacy and debates around how transit and active  
4 transportation are interacting. So we have in the city of  
5 San Diego, for example, and city of -- my city in La Mesa  
6 too, they're talk -- there's going to be some discussion  
7 about closing some streets to allow for businesses, and  
8 retail, and restaurants to serve outside. That may -- may  
9 be on the same routes where there's current transit routes  
10 and transit agencies are going to have to either  
11 participate in that or object to it. And there's going to  
12 be some advocacy around there.

13           And I think there's going to be some continued  
14 advocacy around fair collection and policy. You -- there  
15 has been a -- I've seen -- I've seen this mostly in  
16 Southern California. Maybe it's happening in Northern  
17 California too, but advocates making a stronger push to  
18 have free or reduced fares in the time of COVID. The same  
19 thing with free transfers. And even a -- and because of  
20 the heightened salience of equity concerns, you know,  
21 greater attention to fare enforcement because of the Black  
22 Lives Matter protests and that broader movement.

23           So we can go to the next slide.

24                               --o0o--

25           MR. PARENT: And then just, you know, with regard

1 to fare enforcement. I think the -- you know, the -- so  
2 much of what everyone is talking about in the advocacy  
3 space as well as I'm sure the government spaces are about  
4 equity and especially about racial justice. And so I  
5 think this is going to be a big part of how we think about  
6 fare enforcement and fare structures. And then I think  
7 the -- and then, you know, related to that too is that,  
8 you know, if we are successful in getting more federal  
9 support for transit agencies, you know, the sort of  
10 calculus of farebox recovery and transit operations may  
11 just be different. And so -- and we've seen that just in  
12 San Diego where the -- San Diego is -- oftentimes  
13 advocates complain that the MTS Transit Agency is too  
14 focused on farebox recovery. They're too focused on  
15 enforcement and try to maximize the bottom line.

16 And then in the course of COVID, they -- they  
17 really did a 180, to their credit, because I think the  
18 circumstances certainly called for it, was they were just  
19 like -- it was mostly on an honor system and they  
20 weren't -- just weren't going to worry too much about  
21 farebox recovery and that they were -- you know, they had  
22 other more immediate concerns.

23 And I think when we -- if we move into a  
24 situation for a period of time where the transit agencies  
25 are largely running on sort of, you know, heightened

1 federal contributions and less -- less focused on farebox,  
2 then the policies around -- around fare collection and  
3 fare structure may very well be different for the time  
4 being.

5 So go to the next slide. I think that's it.

6 --o0o--

7 MR. PARENT: Yep. So thank you very much,  
8 everyone. And I put my contact information on here. And  
9 you can Tweet about how great of a presentation it was, if  
10 you so like.

11 CTC VICE CHAIR NORTON: Well, thank you very much  
12 for the invitation. We will definitely get to Twitter  
13 soon. In the meantime, we have some questions that are  
14 coming up from our panelists -- for our panelists. And  
15 one is from Board Member Hector De La Torre.

16 ARB BOARD MEMBER DE LA TORRE: Thank you. This  
17 is for Michael Pimentel. Obviously, you have a very  
18 difficult situation with COVID and the impacts on  
19 ridership, but I'm very interested in -- on a -- going  
20 forward, once COVID plays itself out, however that's going  
21 to happen, are the transit agencies looking to reboot  
22 ridership before COVID and up and down the state, and what  
23 planning, what ideas are coming up for -- for increasing  
24 ridership in all of those agencies that are having  
25 troubles with ridership up and down the state, absent

1 COVID.

2 MR. PIMENTEL: Yeah, certainly, and thank you for  
3 the question, Director De La Torre. Now, I do want to  
4 acknowledge that for many of our transit agencies, they  
5 are now taking a very data-driven approach to how they  
6 restore service. They are looking at those areas that  
7 have historically provided high ridership, finding ways to  
8 direct more resources to those corridors as a way of  
9 increasing service level and then bringing more riders.

10 There's some agencies within our state that are  
11 also taking a clear equity lens and focus to the work that  
12 they're doing, making sure that they're speaking to also  
13 those communities and providing services to those  
14 communities that have historically not enjoyed really  
15 robust transit service.

16 Now, one thing that folks are doing as well is  
17 looking at how it is that we can improve ease of access to  
18 transit service. I'd noted within my presentation the  
19 migration to contactless fare payment systems. They're  
20 looking at that -- transit agencies are looking at that as  
21 one way of, one, attracting what might be more casual  
22 transit riders, folks who may, you know, stand to benefit  
23 from having an app on their phone or having a contactless  
24 payment card within their pocket that they can use to just  
25 join public transit as they see it pass them.

1           Now, there are other things that we are looking  
2 to as well embedded within our -- within our 17  
3 recommendations are also certain calls for increased  
4 funding levels more generally for a variety purposes. One  
5 is to help build out the system, two, is to help increase  
6 service levels, because again with increased service  
7 levels, increased frequency, those are measures that help  
8 gain transit riders. And then also, we are looking at how  
9 we can continue to advance electrification.

10           We recognize that's a priority for the state. It  
11 is a priority for many in the community. And by providing  
12 that type of electrified service, we may gain new riders  
13 who are interested in really the evolution of transit into  
14 being a low carbon transportation mode.

15           And so there are a variety of things that transit  
16 agencies are doing. You know, Colin had noted in his  
17 presentation conversations that are ongoing around fare  
18 payment, decreasing, you know, fares that folks pay out of  
19 pocket. That is certainly an interest for a lot of my  
20 members. I think one area that we're trying to though  
21 unpack is how do we -- how do we actualize that in a way  
22 that also still maintains the funding that's necessary to  
23 provide just base levels of operations?

24           And so there's going to be probably a series of  
25 things that we'll continue to explore in the aftermath of



1 the pandemic. But as I just outlined, there are a variety  
2 of things that agencies are doing today to address the  
3 pandemic that will pay dividends into the future.

4 CTC VICE CHAIR NORTON: Wonderful. We have a few  
5 other questions. First, I want to call on Board Member  
6 Dan Sperling.

7 ARB BOARD MEMBER SPERLING: Thank you very much.  
8 So the purpose of this meeting here and the previous ones  
9 is for the agencies to collaborate going forward, finding  
10 ways to work together to create a better transportation  
11 system. So I have a -- based upon -- inspired by these  
12 presentations, I have a proposal or suggestion for follow  
13 up. So in many ways, what I'm going to say is intended  
14 for the Board members and Commissioners, as opposed  
15 necessarily to the presenters.

16 And the premise of this is that we have come to  
17 acknowledge and recognize that we have a hugely  
18 inefficient and expensive transportation system. It does  
19 a very poor job of serving disadvantaged travelers. It  
20 has a huge environmental cost and it takes up a huge  
21 amount of land use, about 40 percent of our cities.

22 So we now come along with this crisis. And we  
23 saw with transit, as it was referred to a few times by  
24 Mike Pimentel just referred to it a bit, but transit has  
25 been in decline for a long time. It -- the last ten

1 years, it's actually even had a more severe decline. So  
2 transit was already in trouble before the -- the COVID  
3 virus came along.

4 And I would note that transit, while it gets a  
5 lot of attention, it really only serves less than two  
6 percent of travel, two percent of passenger miles traveled  
7 in California. And what that means is it does  
8 highlight -- it does a very poor -- very poor job of  
9 serving low-income and disadvantaged travelers.

10 So what do we do about all this? Maybe a little  
11 bit inspired by Colin's quoting of Milt Friedman ideas  
12 like around. So there's ideas that have been laying  
13 around just a little bit, and so I want to elevate them,  
14 because I think this is something that CTC and CARB at a  
15 minimum should be working on.

16 And that is how do we -- what do we do about this  
17 decline in transit -- this catastrophe for transit?  
18 And -- and at the same time, we're seeing vehicle use  
19 going up. It's probably going to meet or even exceed what  
20 it was beforehand -- before the virus.

21 So the solution that I'd like to suggest to be  
22 working on is looking at tran -- public transportation  
23 more broadly. So transit is in decline in a serious  
24 state. The -- all of -- we have all these ride-hailing  
25 companies, they're also suffering. We've got the

1 micro-mobility, the walking and the scooters that Colin  
2 was referring to. And so how do we bring it together?

3 We need -- the problem is one of the central  
4 issues is transportation finance. And that's where CTC  
5 comes in here. And that is all of the money that's handed  
6 out to transit operators is very much formula based in a  
7 silo, and it really precludes them from doing a lot of the  
8 innovative things that they could do.

9 So here's one idea that could be done just to get  
10 it started, and that is how about we subsidize low-income  
11 riders and physically disadvantaged riders that by -- that  
12 could use ride-hailing services, and that especially are  
13 outside of our dense cities, because really the only place  
14 transit works well is in the dense cities.

15 So we pay a few dollars for them. We make it  
16 user -- we think of transportation as user based, as  
17 opposed to silo based for operators. And then what they  
18 can -- the result of that would be, as Mike Pimentel was  
19 suggesting, is the transit operators can pull back and do  
20 what they do well, serve dense routes, and these less  
21 dense routes that actually have come about for political  
22 reasons more than anything else that are hugely expensive  
23 to service, let these other services, everything from  
24 bikes, to ride-hailing, to, what we call, micro-mobility  
25 services, let all these private companies that can do it

1 much more cheaply in those areas, let them do it, and  
2 let's -- let's reform our public trans -- our  
3 transportation finance that will facilitate and allow it.

4 A lot of transit operators are trying to do it,  
5 but they're just using ad hoc funding sources. They don't  
6 have a fixed source of funding -- a dedicated source of  
7 funding that they can use to make these kinds of  
8 innovations permanent.

9 So this is an idea. So I would suggest that --  
10 and this is part of the process of us working together is,  
11 you know, let's put together a task force from CTC and  
12 CARB - and if Housing, HCD, is interested, it could be  
13 them - but mostly CTC and CARB, and focus on this, and at  
14 a minimum report back at our next meeting, but actually --  
15 try to actually make real progress.

16 Thank you.

17 CTC VICE CHAIR NORTON: Thank you. Director  
18 Weiss, would you like to respond to this a little bit,  
19 since he's asking for a CTC response and potentially a  
20 small task force on this idea?

21 CTC EXECUTIVE DIRECTOR WEISS: Yeah. So we would  
22 be happy to have those discussions. The challenge really  
23 is that the funding that comes to the Commission, other  
24 than the federal -- there's a small amount of federal  
25 funding for what's called the 5310 program, the elderly

1 and disabled transit, can't be used for this type of  
2 thing, the -- either statutorily, or constitutionally, or  
3 both, most of the -- the funding is really just for --  
4 it's limited in transit, and the funding that we can use  
5 for transit is limited to infrastructure or equipment.  
6 It's a small level vehicle -- some rolling stock with  
7 federal funds.

8           That this is a challenge we've faced as we've  
9 seen in the last decade or more. The State -- as  
10 Professor Sperling just said, the State funding for  
11 transit has largely been formulaic, and so there -- the --  
12 I think we could look at whether we would want to  
13 recommend to the Legislature or what would be some options  
14 to recommend to the Legislature, you know, as a -- if we  
15 could coordinate with CARB, you know, do we want to  
16 recommend changes to this. But unless it's new revenue,  
17 it would come at the expense of other revenue that's  
18 already going to transit.

19           ARB BOARD MEMBER SPERLING: I would just make one  
20 comment that a senior staffer from the Legislature  
21 actually is the one that inspired me to do this. He said  
22 these transit operators are coming to us and asking for  
23 hundreds of millions of dollars. And frankly, we look at  
24 them and say they need to reform. How are they going to  
25 do things different?

1           And I think there's an opening right now and --  
2 including the Legislature, but perhaps including, you  
3 know, some of the -- you know, some other -- some other  
4 people in this also. So this is a case of we have silos  
5 that we need to break down. And I think this is probably  
6 the most fundamental challenge and fundamental opportunity  
7 for creating sustainable transportation that we have.

8           CTC EXECUTIVE DIRECTOR WEISS: So if there's some  
9 impetus in the Legislature, I think it would be worth  
10 having some conversations. In our -- in the Commission's  
11 last annual report to the Legislature, one of the things  
12 we had recommended was that there be a way to incentivize  
13 the -- a more standardized fare collection. And the State  
14 is currently working on that, but so -- in this sense,  
15 trying to overcome some of the silos and problems we're  
16 dealing with.

17           So, you know, Vice -- Vice Chair Norton, I'd be  
18 happy to have some of our team work with some of CARB's  
19 team on something we might bring forward, recognizing that  
20 we're also in the midst of our busiest time reviewing SB 1  
21 competitive grant applications.

22           CTC VICE CHAIR NORTON: That's fine. I think  
23 that that's -- we just -- I wanted to give you a chance to  
24 respond as to the color of money and give us an  
25 opportunity to then go back and work as a task force to

1 see what's possible, including the legislature. So thank  
2 you. I think this is a very productive discussion.

3 And the next three comments and questions are  
4 going to come from CTC Commissioners. So we may have some  
5 additional ideas to this effect as well. So I'd like to  
6 name in this order, I'm going to call on Commissioner  
7 Lyo, then I'm going to call on Commissioner Guardino, and  
8 then I'm going to call on Commissioner Inman.

9 So, Commissioner Lyo, you have the floor.

10 CTC COMMISSIONER LYO: Thank you, Vice Chair.  
11 And I would just start off by saying that Board Member  
12 Sperling's recommendations are very interesting, in terms  
13 of how to approach this from a big picture. And I do  
14 support the idea of the CTC and Air Resources Board  
15 working together to come up with whatever proposals for  
16 policy changes might be necessary to support transit in  
17 California.

18 I had a more narrow and specific request, I  
19 think, of our CTC staff, based off of the presentations.  
20 And that would be are there specific things that our staff  
21 would -- I'd like the staff to come back at our next  
22 meeting and provide for us whether there are specific  
23 things that they think that they can and we should be  
24 doing in terms of positions on proposed legislation, or  
25 policies, or policy changes, et cetera, that would support

1 the resuscitation of transit in California, because I  
2 fully agree that this is an existential crisis for  
3 transit, and I think that there are definite benefits both  
4 in terms of congestion and in terms of air quality and  
5 greenhouse gas benefits that only transit can solve.

6 So I think maybe Caltrans can help with some of  
7 those -- laying out for us what those congestion benefits  
8 are. And I would hope that ARB staff would be helpful in  
9 specifying and making sure that we calculate correctly  
10 what the air quality and greenhouse gas benefits are to  
11 support any call for action that the staff might come up  
12 with.

13 So my request is for staff to come back to us and  
14 work with ARB, to the extent necessary, to provide the  
15 background and see whether we should taking positions in  
16 support of California transit agencies or others to  
17 support transit in California.

18 Thank you.

19 CTC VICE CHAIR NORTON: Thank you very much,  
20 Commissioner Lyou.

21 Commissioner Guardino.

22 CTC COMMISSIONER GUARDINO: Thank you. Am I  
23 unmuted, Madam Vice Chair?

24 CTC VICE CHAIR NORTON: You are unmuted,  
25 Commissioner Guardino.



1 CTC COMMISSIONER GUARDINO: Thank you. I  
2 appreciate it. And I want to thank all three of our  
3 panelists and -- and to our colleagues at CARB with whom  
4 we have long partnered.

5 Mary Nichols, I'm -- sorry there's someone else  
6 on this line. Could someone mute themselves?

7 Great. Thank you. Madam Vice Chair, can you  
8 still hear me? It sounded like someone else cam off of  
9 mute.

10 Madam Vice Chair?

11 CTC VICE CHAIR NORTON: We can still hear you,  
12 yes.

13 CTC COMMISSIONER GUARDINO: Great. Thank you. I  
14 want to thank our colleagues at CARB, Mary Nichols,  
15 Richard Corey, excellent presentations and remarks so far.  
16 And it's amazing in a crisis how it can bring us together  
17 or how it can drive us apart. And I think it's bringing  
18 us together. By far, I believe this is our most  
19 substantive and heartening meeting we've had.

20 CTC VICE CHAIR NORTON: Commissioner Guardino?

21 CTC COMMISSIONER GUARDINO: Yeah.

22 CTC VICE CHAIR NORTON: Come back to us. You  
23 disappeared for a little bit.

24 CTC COMMISSIONER GUARDINO: Okay. Am I back  
25 again?

1 CTC VICE CHAIR NORTON: You are now.

2 CTC COMMISSIONER GUARDINO: Great. Thank you for  
3 your patience with me and our, as you said, mercy and  
4 grace at the beginning. We're all living with that right  
5 now.

6 (Laughter.)

7 CTC COMMISSIONER GUARDINO: But to Michael  
8 Pimentel, your comments about transit agencies and what  
9 we're all going through right now, what those agencies as  
10 well as the passengers who depend on their services are  
11 going through. And you used, as one example, Caltrain  
12 commuter rail service, which some on this call might know,  
13 has been in continuous operation since 1863 when Abraham a  
14 Lincoln was President of the United States. Yet, it's one  
15 of the only fixed rail transit systems in the country that  
16 has no permanent revenue source. It is incredibly reliant  
17 on farebox return, which is one of the best in the State.  
18 At 72 percent in pre-COVID conditions, trains filled in  
19 each direction throughout the day, a.m. and p.m. commutes,  
20 and now is facing the potential of fiscal insolvency.

21 The point I want to make on this is November 3rd  
22 there may be a measure on the ballot that we've been  
23 working on during my day job for nine years for Caltrain  
24 to have a permanent revenue stream, if approved by our  
25 voters.

1           And here's the highlight. In a recent poll just  
2 two weeks ago, a tax on our own residents and employers, a  
3 1/8th of \$0.01 sales tax proposal still enjoys 66 percent  
4 support. Our voters our visionary, even in an economic  
5 downturn, of what they know is in the long-term best  
6 interests of our region and our transit systems.

7           And I would encourage others who were thinking  
8 about a potential November transportation funding ballot  
9 measure, don't necessarily think that in this economic  
10 downturn voters don't still think longer term about their  
11 own future. Continue with those potential efforts.  
12 Continue your survey research, communicate with your  
13 voters, and let's see if there's still a willingness to  
14 invest.

15           My last point, Madam Vice Chair, is on the  
16 comments that I completely concur with about equity and  
17 the need to make sure that preeminent are our transit-  
18 dependent riders. Absolutely, yes. But I believe it's an  
19 "and" not an "or". And let's never forget that to  
20 continue to make great strides in greenhouse gas reduction  
21 emissions, in localized air pollution, and traffic relief,  
22 we need to also compel our choice riders, those who own  
23 cars and too often are staying in their cars, to get out  
24 of their cars and into all forms of transit.

25           So let's keep the transit-dependent preeminent,

1 while never forgetting to continue to make great gains in  
2 GHG and local air pollution. We need to compel people out  
3 of their cars.

4 And with that, Madam Vice Chair, I'll turn it  
5 back over to you.

6 CTC VICE CHAIR NORTON: Okay. That's great, but  
7 I would like to give the panelists an opportunity to  
8 respond to some of the things that you raised. So do any  
9 of the panelists want to respond to Commissioner  
10 Guardino's statements?

11 Okay.

12 MR. PIMENTEL: Through Vice Chair Norton, Michael  
13 Pimentel with the California Transit Association. I just  
14 wanted to thank Commissioner Guardino for his spot-on  
15 remarks. Certainly for us as an association, we want to  
16 make sure that we're thinking big even during today's  
17 crisis. For us, it is critical that we move forward, not  
18 only with increased operations, but also capital projects.  
19 Of course, we're dealing with a crisis today. We hope  
20 it's short-term, but we want to make sure that we're also  
21 making those long-term planning decisions to ultimately  
22 bring more folks into the fold of public transit.

23 And so for us, we're laser focused on that dual  
24 mission, maintaining operations, but then also building  
25 out our system, so again we can build back better. I just

1 wanted to say thank you to Commissioner Guardino for just  
2 those spot-on remarks.

3 Thank you.

4 CTC VICE CHAIR NORTON: Thank you very much.  
5 Well said. Let me also get to Commissioner Inman and then  
6 next would be CARB Member Alex Sheriffs.

7 So, Commissioner Inman.

8 CTC COMMISSIONER INMAN: Yes. Thank you, Vice  
9 Chair. Just a couple of things. I, too, just really want  
10 to ask Michael, I didn't hear enough about our essential  
11 workers and the transit-dependent workers. I perused your  
12 recommendations, but perhaps it was in there. But I think  
13 in the immediate crisis and this kind of goes to Dan  
14 Sperling's point, which I think Dan was talking more about  
15 future changes. But immediately, I think, you know, we've  
16 really got to make sure that we provide service --  
17 transportation as a service to these essential workers.  
18 We've been told over and over again that we have equity  
19 issues around transportation. And I would surmise that  
20 within our essential workers that's reinforced that we  
21 need to do that. So I would just like to have more timely  
22 information on what we collectively can do around those  
23 essential workers and those that are transit dependent.

24 And then also, we've briefly touched on  
25 telecommuting today. We had a pretty good discussion at

1 our least CTC hearing. But if we look at the reduced  
2 vehicle miles traveled, we've all been part of a massive  
3 experience with working from home. I'm sitting on my  
4 front porch right now.

5 And so I think we have to encourage where that  
6 works as an option. I'm hoping we all land in some  
7 hybrid, because I think being isolated is not healthy  
8 either.

9 And then finally, I think -- you know, we've kind  
10 of touched on the housing, but to Commissioner Dunn's  
11 point, we've got to really be looking at where those  
12 housing shortages and what are we doing specifically to  
13 move that needle.

14 And then jobs, because we have huge unemployment.  
15 We've been told that, you know, some 40 percent of our  
16 jobs may not come back, so what -- where the job is going  
17 to be. So I think we're missing a few more pieces of this  
18 discussion, but I'm glad we're having.

19 And then back to my original question, which  
20 really goes to Mitch and perhaps to Fraser, I'm having a  
21 hard time reconciling how far down our transportation  
22 funding really is going to be. And that's probably  
23 because no one really truly knows, but we've seen numbers  
24 at our CTC hearings. We've been updated. Then we've seen  
25 what our transit operators put forward. And then Fraser

1 had -- I'm not sure those all reconcile. So I think  
2 somebody needs to really try to help us all understand  
3 what are our real shortfalls and then we'll be able to  
4 figure out the limited resource allocation.

5 CTC EXECUTIVE DIRECTOR WEISS: So, Commissioner  
6 Inman, I would -- I would like to answer that in two ways.  
7 First, I'll say, of course, my numbers are right. They're  
8 always right.

9 (Laughter.)

10 CTC EXECUTIVE DIRECTOR WEISS: Second, I'm  
11 checking to see if they're right and we're -- our team has  
12 been in correspondence with Professor Shilling. I think  
13 we're yet to exactly get to the bottom. But I can tell  
14 you our numbers are the Department of Finance's estimates.  
15 Whether they're accurate is a different question.

16 MR. SHILLING: This is Fraser Shilling from UC  
17 Davis. And as I said, these are StreetLight Data data.  
18 And I did ask them -- I said there was some concern at the  
19 State level that the percent reduction in travel was  
20 two -- was too much, according to the phone movement data,  
21 that maybe State agencies thought there was more like a 40  
22 to 50 percent reduction in travel.

23 And they did their own push-back and said that  
24 they had been working with a couple of Caltrans districts,  
25 and they had zoomed in to -- to look and make sure that

1 their overall findings were correct, in terms of the  
2 number of vehicle miles traveled reduction -- reduced.  
3 And they thought that it was in part due to different ways  
4 that people were coming up with travel data. So traffic  
5 volumes versus vehicles miles traveled. And so that was  
6 their conclusion, which is why I reiterated that that  
7 might be the difference where you have highway sensor,  
8 road sensor based traffic volume data that you're  
9 converting into VMT rather than some -- a separate way of  
10 calculating VMT.

11 All of this being the basis for a projected -- or  
12 real-time evaluation of potential loss of fuel tax  
13 revenue, which then affects the projection or budget that  
14 you all rely on. I would say that the -- the chance of it  
15 being correct is probably somewhere in between the VMT  
16 values and the traffic volume. And so we're looking at  
17 the low end say \$2 billion lost over four months, at the  
18 high end \$3 billion lost over four months.

19 But it's not -- I don't think it's going to be  
20 less than that two billion, because we have -- we've  
21 looked at about 25 or 30 highways across the state, across  
22 the same time periods, and -- in order to try to see where  
23 the difference is coming from, but it's a -- obviously, a  
24 moving target. And I'm not an economist. I'm not  
25 pretending to have that knowledge. But from looking into



1 the traffic data, it does seem like the phone movement  
2 data is relatively accurate.

3 CTC VICE CHAIR NORTON: Great. Thank you. Thank  
4 you very much. We have one more question listed and then  
5 we have a really great set of presentations on deck from  
6 HCD. So I'd like to make sure we check in with CARB  
7 Member -- Board Member Alex Sherriffs and then we'll move  
8 to our HCD presentations.

9 ARB BOARD MEMBER SHERRIFFS: Thank you. Yes.  
10 This is Dr. Sherriffs. Can you hear me?

11 CTC VICE CHAIR NORTON: Yes.

12 ARB BOARD MEMBER SHERRIFFS: Great. You know, I  
13 have a very thinking short-term, near-term revitalizing,  
14 vitalizing public transportation when we think about  
15 buses, Subways, and trains. The ridership, the public  
16 needs to have confidence and safety. And if they don't  
17 have confidence and safety, they're not coming back.

18 And I'm wondering, you know, what are -- what are  
19 we doing in terms of gathering meaningful data about what  
20 is the risk to staff and riders, and how to decrease that  
21 risk, things beyond masking, distancing, cleansing  
22 perhaps? You know, what are we doing to quantify those  
23 numbers to reassure the public about -- about safety? So,  
24 you know, maybe a question for the transit advocates, the  
25 transit agencies? What are we doing to support research,

1 to partner with public health experts or agencies to help  
2 work on this aspect of revitalizing public transportation?

3 MR. PARENT: Yeah. This is Colin at Circulate  
4 San Diego. You know, I think it's a good question and --  
5 but I'll just share that at least in San Diego you're  
6 actually not hearing from the transit agency a goal to try  
7 to get more people back on the system. In fact, it's kind  
8 of the opposite. And I'm not sure that they're wrong,  
9 right, or they're -- instead what they're saying is  
10 listen, you know, if you need to use transit, we want to  
11 make it available and safe for you, so you can get where  
12 you're going, but also like maybe you should try to go out  
13 less and like do less things, you know.

14 And so I -- I'm not -- honestly not sure that the  
15 primarily goal of advocacy and of public agencies right  
16 now is to increase transit usage. I think the primary  
17 goal is to -- is to make sure that it's safe for people  
18 who do need to use it is to make sure that the system is  
19 financially viable, so that they can persist, so that when  
20 we are in a point of wanting to build ridership, we're  
21 able to do so.

22 But I think that's a much -- I'm just not -- I  
23 think -- and this is something that's tough for a lot of,  
24 you know, pro-transit people, ourselves included, but  
25 we're always in this posture -- we're used to being in

1 this posture of trying to get more people on the bus. And  
2 at this point, I'm not sure that that's really our -- I'm  
3 not sure how primary that is as a -- as a goal, at least  
4 for the immediate term.

5 MR. PIMENTEL: And if I can add on that. It's  
6 Michael Pimentel with the California Transit Association.  
7 I would say that Colin's summation is pretty right on.  
8 Agencies are looking at, you know, is it that you can make  
9 sure that your service is safe and available for those who  
10 most need it.

11 And as a way of doing that, you touched on, Dr.  
12 Sherriffs, a few of the items that have been part of the  
13 discussion, the requirements for face coverings, the  
14 enhanced cleaning protocols. Over the long-term, of  
15 course, we do endeavor to regain lost transit  
16 riderships -- ridership. But, of course, we know that  
17 during the pandemic, it's safest for folks to stay at  
18 home.

19 Now, what we are actively contemplating though is  
20 how do we develop industry best practices and guidance  
21 that go beyond just the 17 recommendations that are  
22 included within our report. And a lot of that is being  
23 directed at the -- at the national level through the  
24 American Public Transportation Association's Mobility and  
25 Recovery Restoration Task Force. They're actively working

1 with Johns Hopkins as a way of identifying what are those  
2 things that transit agencies ought to be doing to make  
3 sure that, one, we are tracking infections that happen  
4 through some contact tracing related to infections on  
5 public transit, but then, two, how do we also mitigate the  
6 risk.

7           And as part of that research, there is work  
8 that's being done here in California through Fresno State  
9 to also analyze how viruses can be transmitted through  
10 things like the HVAC systems of public transit buses. And  
11 so what we're trying to do with that is also identify  
12 again mitigation strategies, maybe enhanced filtration  
13 systems. It may just be open air. But we're also looking  
14 at how can we apply things like ultraviolet light  
15 throughout vehicles as part of our cleaning regimen, as a  
16 way of reducing again that risk.

17           So there are a variety of strategies that are  
18 being pursued. I'll saw at this point, given where we are  
19 in the crisis, a lot of the approach has been somewhat --  
20 scattershot has been a bit piecemeal. But through the  
21 national efforts, again being helped by the American  
22 Public Transportation Association, they are looking to  
23 coordinate guidance in a way that is coherent that can  
24 ultimately drive best practices and industry guidance for  
25 the broader public transit agency -- industry nationwide.

1 CTC VICE CHAIR NORTON: Well, thank you very much  
2 and we look forward to your final report being released on  
3 Monday. I hope you'll send it out to all of us, because  
4 we're very interested in seeing its final recommendations  
5 and the broader recommendations.

6 MR. PIMENTEL: Absolutely.

7 CTC VICE CHAIR NORTON: Thank you so much.

8 And with that, I'm going to close this section  
9 and move us to our next section. And I think, Megan  
10 Kirkeby, we're going to have you kind of MC this section,  
11 so that -- and we'll hold all our questions until the end.  
12 But I'd really appreciate it if you kind of lead this and  
13 then call on your staff to present, and while also getting  
14 back to our tale of the tape questions from Commissioner  
15 Lucy Dunn.

16 Ms. Kirkeby.

17 HCD DEPUTY DIRECTOR KIRKEBY: I'm now unmuted. I  
18 was -- I was muted, but thank you. Yes, that's great.  
19 So, yeah, just to -- just to jump us off here.

20 (Thereupon an overhead presentation was  
21 presented as follows.)

22 HCD DEPUTY DIRECTOR KIRKEBY: This presentation  
23 I'll start with I think what we'll call the Lucy Dunn  
24 slide from now on.

25 (Laughter.)

1 HCD DEPUTY DIRECTOR KIRKEBY: But so in 2019, we  
2 hit -- if you -- there's two sources, I'm going to give  
3 you the Construction Industry Research Board says that we  
4 had 110,999 permits. We also have our annual progress  
5 report data, which is submitted to us by every city and  
6 county. That's a newer data set, but it gives us a little  
7 bit more information. So with that, I'm able to tell you  
8 that we got 117,574 permits. And some important pieces of  
9 that are that 78 percent of those were above moderate  
10 income units, and then 13 percent were moderate income  
11 units. Only four percent were low-income units, and also  
12 four percent for very low income units, meaning homes  
13 affordable to those income groups.

14 But there -- there is some reasons for optimism  
15 there. That is a big jump up from some of our really low  
16 years during the last recession where we were getting  
17 things like 36,000 permits a year in our worst year, and  
18 also been an upward trend since the 2017 housing package  
19 was passed. But, of course, there's also -- and then one  
20 more bright spot is that also included approximately  
21 15,000 accessory dwelling units, which has been a giant  
22 expansion of housing opportunities in recent years, as the  
23 Legislature has significantly opened up the potential and  
24 removed barriers to construction of accessory dwelling  
25 units. And that's now a substantial part of our housing

1 stock new production.

2 Some pessimism, as you might expect, as -- in the  
3 start of 2020. The -- we only get our deep level data  
4 once a year, but the Construction Industry Research Board  
5 reports 34,134 permits so far in 2020 through May -- just  
6 through May. But that's a monthly average of about 6,800  
7 when our last year average was about 9,200 new permits a  
8 month.

9 And so definitely some signals to be down. But I  
10 think what you'll hear from the team today are some  
11 continued reasons, generally continue to prioritize  
12 housing, but some reasons to be --

13 CTC VICE CHAIR NORTON: Ms. Kirkeby, we've lost  
14 you temporarily.

15 HCD DEPUTY DIRECTOR KIRKEBY: Oh, there we go.  
16 Back again, I think.

17 CTC VICE CHAIR NORTON: You said there are  
18 reasons to be and then you cutoff, so we're --

19 (Laughter.)

20 HCD DEPUTY DIRECTOR KIRKEBY: I accidentally hit  
21 the mute button there. Sorry.

22 (Laughter.)

23 HCD DEPUTY DIRECTOR KIRKEBY: But I referred to  
24 it a little bit. But in 2017, 2018, and 2019 were massive  
25 changes to housing policy through legislation. But a lot

1 of those changes don't take their full effect until  
2 their -- the very wonky term six-cycle housing elements  
3 kick-in. But that's the required plan that every local  
4 government of -- local government must provide to HCD on  
5 how -- how they're going to zone for housing, how they're  
6 going to remove barriers to housing, how they're going to  
7 encourage housing to happen.

8 And it -- it is intended to be coordinated  
9 through -- through SB 375, the idea was people would do  
10 their housing planning knowing a bit more about their  
11 regional transportation planning and that those things  
12 could be coordinated. And HCD continues to be part of  
13 those efforts. But 266 jurisdictions, cities and  
14 counties, will have their housing elements due in 2021.  
15 And that's when we'll begin to see the full effect of  
16 those three years of major legislative changes to really  
17 do what we did on the ADU level just on a -- on a much  
18 more pervasive scale to really remove barriers and make it  
19 possible for housing to happen.

20 And there's also more support to local  
21 governments around housing planning than there's ever been  
22 before. So that's something else you'll hear about today,  
23 SB 2 planning grants, the local early action planning  
24 grants, the regional early action planning grants,  
25 incentives through the pro-housing program, billions of



1 dollars in direct affordable housing production, and then  
2 every city and county receiving SB 2 permit local housing  
3 allocation dollars directly.

4           So, yes, of course, COVID is going to have an  
5 impact on the economy. And we don't expect housing to be  
6 completely removed from that. But we need housing more  
7 than ever, if we're going to make sure that everyone has a  
8 safe home during this time. And we're going to need  
9 affordable housing more than ever if we're going to  
10 prevent an increase in homelessness.

11           So to kick us off, you're going to hear from our  
12 planning grants team.

13           So, next slide.

14           Could you go to the next slide.

15                           --o0o--

16           HCD DEPUTY DIRECTOR KIRKEBY: Great. So -- and  
17 next slide.

18                           --o0o--

19           HCD DEPUTY DIRECTOR KIRKEBY: You're -- so to  
20 just introduce the team today, you're going to hear from  
21 DC Navarrette, Nur Kausar, and Sohab Mehmood. We are  
22 extremely lucky to have this group working on these  
23 projects. And I'm sure -- I'm sure you'll get a sense of  
24 that today.

25           Next slide.

--o0o--

HCD DEPUTY DIRECTOR KIRKEBY: So, team, do you want to -- is the team unmuted, so we'll need -- we'll need Nur Kausar. I believe you're going to start, is that correct, Nur?

HCD HOUSING POLICY DEVELOPMENT SPECIALIST  
MEHMOOD:

Hi, Megan. This is actually Sohab. I'm going to go ahead and start the presentation --

HCD DEPUTY DIRECTOR KIRKEBY: Great.  
HCD HOUSING POLICY DEVELOPMENT SPECIALIST  
MEHMOOD:

-- and then I will hand it off to Nur.  
HCD DEPUTY DIRECTOR KIRKEBY: Great. Thank you.  
HCD HOUSING POLICY DEVELOPMENT SPECIALIST

MEHMOOD:  
Perfect. Okay. Great. Thank you, everyone for having us here today. Again, my name is Sohab Mehmood. I work with Megan in the Housing Policy Division, specifically on planning grant and technical system support to local governments.

Next slide, please.

--o0o--

HCD HOUSING POLICY DEVELOPMENT SPECIALIST  
MEHMOOD:

1           Thank you. So just a brief overview of what's  
2 happened in the last couple years around housing. In  
3 2017, the Legislature passed what probably everyone knows  
4 as a monumental housing package. As part of that 2017  
5 housing package, it also included SB 2, also known as  
6 Senate Bill 2, which created the first State first --  
7 State's first ongoing source of permanent funding for  
8 affordable housing.

9           Then in 2018 and 2019, we had the SB 2 Planning  
10 Grants Program. HCD implemented the SB 2 Planning Grants  
11 Program, where basically half of the first year of SB 2  
12 funds went to develop the Planning Grants Program. This  
13 Planning Grants Program directly helped cities and  
14 counties plan for housing and set the regulatory framework  
15 for housing to occur in your communities.

16           In 2019, we received applications from 491 cities  
17 and counties. That is a huge success. That was roughly  
18 90 percent of the state. I'll go into a little bit more  
19 detail about those programs. But generally, applicants  
20 applied for a variety of activities, including rezoning  
21 land for buy right processes, rezoning at higher  
22 densities, developing specific plans near transit.  
23 Encour -- developing programs and standards that encourage  
24 ADUs, also known as access dwelling units, or sometimes  
25 referred to as granny flats, and implementing process

1 improvements, such as permit tracking systems that help  
2 kind of accelerate the process of processing permits for  
3 building housing.

4 Then in 2019 and 2020, Governor Newsom made  
5 housing a priority. And 2019-2020 Budget Act clearly  
6 indicates that. It included a combination of funding,  
7 incentives, and accountability measures geared towards  
8 local governments to ensure that we meet the housing needs  
9 for Californians.

10 As part of that Budget Act, it also included the  
11 Early Action Planning Grants, which provides funds to help  
12 cities properly plan for housing. This was \$250 million  
13 that is currently going out right now to local and  
14 regional governments, so regional governments meaning COGs  
15 and other regional entities to accelerate housing  
16 production and plan for their Sixth Cycle Regional Housing  
17 Needs Assessment, also known as RHNA.

18 So the Sixth Cycle RHNA is significantly  
19 increased for many regions, because the lack of actual  
20 development in previous cycles that has, you know,  
21 ultimately led to our severe shortage, particularly for  
22 low-income households. Much of, you know, referring back  
23 the statistics that Megan shared with us.

24 Knowing this, the funding incentives and  
25 accountability measures has laid out a way to assist local

1 and regional governments to work together and meet our  
2 housing needs.

3 Now, in February of this year, HCD released the  
4 NOFA for the Local and Regional Early Action Planning  
5 Grants. Again, I'll go into more detail about exactly  
6 what those programs mean later in the presentation. But  
7 this was again another funding opportunity, much like the  
8 SB 2 planning grants, to help local and regional  
9 governments plan for housing.

10 Also, in the summer of 2020, this is something  
11 we're working on right now is an incentive piece as part  
12 of this Budget Act, including implementing the pro-housing  
13 regulations. Cities and counties can become pro-housing  
14 with implementing the right policies using planning  
15 grants. With a pro-housing designation or label, they can  
16 win additional points on future funding applications for  
17 housing.

18 We're currently working on the process of  
19 creating emergency regulations and we should hopefully  
20 that have finalized by the end of summer of this year.  
21 Also, my colleague DC, will go into a little bit more  
22 detail about that in the next -- in the next slides.

23 Next slide, please.

24 --o0o--

25 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

1 MEHMOOD:

2           So specifically, I'll talk about the technical  
3 assistance we have available to cities and counties and  
4 how we're going to be rolling that out. I'll go over the  
5 success of the program of SB 2 planning grants, as well as  
6 LEAP, and then I'll hand it off to my colleague Nur, who  
7 will talk about the REAP Program.

8           Next slide, please.

9                       --o0o--

10           HCD HOUSING POLICY DEVELOPMENT SPECIALIST

11 MEHMOOD:

12           Great. Thank you.

13           So I'll start with the technical assistance  
14 program that we have available. Our HCD technical  
15 assistance program on accelerating housing production just  
16 basically includes an array of tools, resources,  
17 workshops, and even training that can help local  
18 governments with implementing and complementing their  
19 planning grant projects through the next couple years. We  
20 rolled out this TA program actually last year as part of  
21 helping local governments apply for these SB 2 planning  
22 grant funds. And I'll talk about again what those  
23 planning grants are later in this presentation.

24           But essentially, this included direct assistance  
25 to all applicants, so all cities and counties in the State

1 of California, to access planning grant funds. In  
2 addition, to the direct assistance, we are now working on  
3 ongoing assistance. This will be regionally tailored  
4 ongoing assistance to cities and counties to continue  
5 planning for housing.

6 Next slide, please.

7 --o0o--

8 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

9 MEHMOOD:

10 Great. Thank you.

11 So with the direction assistance -- like I  
12 mentioned, for the direction assistance portion of our TA  
13 program our goal was to ensure that every city and county  
14 in California has access to these planning grant funds.  
15 This indirect assistance included making sure we reached  
16 out to every city and county in California and making sure  
17 they knew about the available funding sources.

18 That meant we conducted over 30 workshops -- over  
19 30, probably way more than 30, but 30 that I attended,  
20 throughout the state in locations like Imperial County,  
21 Mammoth Lakes, L.A. city, San Francisco, really going from  
22 throughout the straight -- state also from rural to urban  
23 areas.

24 It also included things like helping  
25 jurisdictions actually fill out their applications,

1 helping them choose eligible activities by helping them  
2 identify what are the barriers at the local level to  
3 building housing, and then spending their planning grant  
4 money to address those barriers. Lastly, it included  
5 helping cities meet threshold requirements, again so that  
6 they can then access these planning grant funds.

7 Next slide, please.

8 --o0o--

9 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

10 MEHMOOD:

11 So now that I talked about our direct assistance,  
12 which was kind of part one of our TA program I'm going to  
13 talk a little bit about what ongoing assistance with our  
14 TA program looks like. This -- the goal here is we wanted  
15 to make sure that we're present at a regional level with  
16 all of our local governments as they are identifying and  
17 implementing housing policy strategies that support  
18 development and building housing in their communities.

19 So our goal and our way that we're going to be  
20 doing this is by creating regionally tailored TA workplans  
21 that are developed from direct feedback and collaboration  
22 with each region. As you saw, I emphasized direct  
23 feedback and collaboration with each region, because we as  
24 a State don't want to go into a region and assume that we  
25 understand their needs, and we tell them what resources



1 they need. Rather, we want each region or step-region to  
2 tell us what they need and how we can help them expand  
3 their planning for housing.

4           So right now, we're currently in the process of  
5 doing outreach and engagement with every single city and  
6 county in California through our COGs and our sub-COGs.  
7 We're sending out surveys and we're holding meetings to  
8 ensure every region provides input into the their TA  
9 workplan, because at the end of the day, it's their  
10 workplan on resources that are going to help them. So we  
11 want to make sure that the work that we're developing is  
12 completely informed by the needs of their -- needs of  
13 their region and helps address the barriers they're facing  
14 when there -- when it comes to planning and building for  
15 housing.

16           Essentially, these TA workplans are meant to  
17 identify resources and tools that HCD will develop for  
18 each region and customize for each region, and also find  
19 ways to create opportunities to align a variety of  
20 regional and State goals on land use, housing planning,  
21 transportation, and climate. An example of our efforts to  
22 align various planning goals and tools is an example -- an  
23 that we -- of tools that we've developed through OPR, also  
24 known as the Governor's Office of Planning and Research,  
25 where we've developed a CEQA mapping tool in collaboration

1 with them and also a guide for local governments on  
2 integrating and coordinating various planning topics into  
3 their local plans.

4 Next slide, please.

5 --o0o--

6 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

7 MEHMOOD:

8 So now you're probably wondering, wow, that all  
9 sounds great, but what does an actual regional T A  
10 workplan look like on the ground?

11 So right now, like I said, we're in the  
12 preliminary outreach phases, but what we're hoping is a  
13 result of a TA workplan includes or it can include  
14 toolkits on a variety of housing planning topics, such as  
15 zoning, design standards, integrating various planning  
16 concepts. It includes their top regional priorities when  
17 it comes to housing. It includes training on planning  
18 topic areas, and really creating more subject matter  
19 experts at the local and regional level on planning --  
20 housing planning areas. It includes web-based tools, such  
21 as zoning clearance and ADU tools. It can include  
22 consulting benches that they've identified. It can  
23 include assistance on housing elements.

24 These are again what Megan referred to as housing  
25 plans that includes strategies to help cities address

1 their housing needs. It also includes coordination and  
2 collaboration with other grant programs and other State  
3 agencies goals.

4 Next slide, please.

5 --o0o--

6 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

7 MEHMOOD:

8 So now you've probably heard me say a lot about  
9 planning grants, but you're going to hear a little bit  
10 more detail about what those planning grants actually are.

11 So I'm going to start with a program that we  
12 implemented last year. As Megan mentioned, as part of our  
13 2017 legislative package, the Legislature passed Senate  
14 Bill 2, also known as SB 2, which made it its first  
15 permanent, ongoing funding source for affordable housing.

16 Now, as part of the first year of those funds, 50  
17 percent were to developing a planning grant program that  
18 provides non-competitive grants to all cities and counties  
19 to update plans and implement process improvements that  
20 aim to accelerate housing production.

21 Through the TA program that I mentioned in these  
22 previous slides, an outcome of phase one of this TA  
23 program was we received grant applications from 490 cities  
24 and counties. I know you probably heard me say this a  
25 second or a third time, but it's because we're so happy

1 about the successful rate of participation we received in  
2 this planning grant program.

3 Basically, what that means is 90 percent of the  
4 state applied for grants to make efforts to update their  
5 plans and processes that encourage different types of  
6 housing. We were really pleased and excited about these  
7 results, because it also indicated that we were able to  
8 distribute these grants equitably. Ninety percent of  
9 these applications represented every single region in the  
10 state in a range of rural and urban jurisdictions.

11 As reflected on the very last bullet point here.  
12 We created an interactive user-friendly map to ensure  
13 that, one, we're being transparent about how these grant  
14 funds were being -- are -- were distributed. Two, we're  
15 being transparent about how local governments are spending  
16 these grant funds. And three, we wanted to create a  
17 peer-to-peer collaborative sharing environment between  
18 different cities and different regions. So on the next  
19 slide I'll give you a little bit more detail on how you  
20 can access those maps and why it might be helpful.

21 Next slide, please.

22 --o0o--

23 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

24 MEHMOOD:

25 Oh, thank you.

1           So for the SB 2 planning grant programs, examples  
2 of projects that we saw included integrating, upzoning,  
3 mixed-used development and infill near transit areas. We  
4 saw this achieved through these applications by rezoning  
5 and upzoning land for higher densities, specific plans  
6 that integrated and included targeting development with  
7 commercial, residential, and transit, and projects that  
8 encourage -- encouraged the development of ADUs, also  
9 again known as granny units, accessory dwelling units, or  
10 second units by creating resources that made it easier for  
11 homeowners to pursue building an ADU. We also saw that  
12 any applicant who did apply to use funds for annexing  
13 land, including zone -- included zoning for higher and  
14 mixed-use -- mixed densities.

15           The cumulate impact of these projects that were  
16 funded through the SB 2 program, included accelerating  
17 600,000 housing units through California. These were  
18 self-reported numbers. They were conservative numbers  
19 that applicants reported to us, as a goal that they hoped  
20 to achieve. And cumulatively through all these  
21 applications, it accelerated the development of 600,000  
22 units throughout California.

23           As I mentioned in the last slide, we have an SB 2  
24 planning grants map that allows you to not only see what  
25 every single city and county used their funds for, you can

1 also see their applications, the actual application, with  
2 their workplans, and their scope of work, and their RFPs.  
3 You could also filter to see some of the most common  
4 projects based on their regional or subregional level.

5 So basically, if you're curious to see I wonder  
6 how many cities or counties in Inland Empire applied to  
7 update their ADU policies, you can go to the map and, you  
8 know, click on some filters, and you can basically get an  
9 aggregated -- aggregate data for each region. Again, I'm  
10 sure these slides will be available and the staff at HCD  
11 are happy to help you walk through those maps if you care  
12 to pull some data from there.

13 So now I'm going to shift into a current program  
14 that we are currently implementing and accepting  
15 applications for.

16 --o0o--

17 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

18 MEHMOOD:

19 So the -- oh, thank you for switching the slides.

20 The 2019-2020 Budget Act also included additional  
21 funding for local governments. Again, as Megan mentioned,  
22 this program is commonly referred to as the early action  
23 planning grants from AB 101. The funding though that is  
24 specific to cities and counties is known as the Local  
25 Early Action Planning grants, or also known as LEAP. HCD

1 put out a NOFA for \$119 million for cities and counties to  
2 apply.

3 At the time, the due date was July 1st, 2020. So  
4 about a couple weeks ago, the due date for those -- at the  
5 time, the due date was July 1st, 2020. And about a couple  
6 weeks ago while we're still tallying the exact amount of  
7 applications we received, so far we are reviewing 400  
8 applications from 400 cities and counties. Another great  
9 success. Even during this pandemic, cities and counties  
10 were able to apply to work on projects that -- so that  
11 they can plan for housing to occur in their community.

12 And now that the deadline has actually been  
13 extended to January 31st 2021, so about six more months,  
14 we're going to target our TA efforts at the remaining 139  
15 cities and counties to also apply for this funding  
16 program.

17 Again, much like the SB 2 planning grants  
18 program, this was another noncompetitive funding program  
19 with an over-the-counter process, with the goal to help  
20 local governments again prepare planning documents,  
21 implement process improvements, work on strategies that  
22 accelerate housing productions and help jurisdictions meet  
23 their sixth cycle RHNA.

24 Next slide, please.

25 --o0o--

HCD HOUSING POLICY DEVELOPMENT SPECIALIST

MEHMOOD:

So examples of eligible activities under LEAP is very similar, I mean, if not completely the same activities that you can apply for under SB 2, but examples include: rezoning or zoning for higher densities; environmental clearances through CEQA; infrastructure planning; ADU ordinances or other ADU strategies like maybe prototype plans or preapproved building plans; updating their sixth cycle housing elements, also known as your housing plans; establishing pro-housing policies, which my colleague DC will talk about a little bit more, and many more.

I really want to emphasize that LEAP and SB 2 are flexible funding planning grant funds that cities and counties can use to essentially identify what are the barriers, and then use these planning grants to help address those barriers.

Also, our technical assistance program is a very flexible program directly aimed at helping each region also identify the barriers towards housing and then identify tools and resources that are going to help them address those barriers.

Now, I'm going to pass it -- next slide, please.

--o0o--



1 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

2 MEHMOOD:

3 Oh, perfect.

4 I'm going to pass it on to my colleague Nur to  
5 talk about the Regional Early Action Planning Grants  
6 Program.

7 HCD HOUSING POLICY DEVELOPMENT MANAGER KAUSAR:

8 Thank you, Sohab. Can everyone hear me okay?

9 HCD HOUSING POLICY DEVELOPMENT SPECIALIST

10 MEHMOOD:

11 We can kind of hear you, yes.

12 CTC VICE CHAIR NORTON: Yes, we can hear you.

13 Thank you.

14 HCD HOUSING POLICY DEVELOPMENT MANAGER KAUSAR:

15 Wonderful. So a lot of this information is  
16 somewhat repetitive. The Regional Early Action Planning  
17 Grant Program is similar to the Local Early Action  
18 Planning Grant Program was passed at the same time as LEAP  
19 with AB 101. The applicants, however, are slightly  
20 different. So the eligible applicants for REAP are  
21 councils of governments, counties that are not part of a  
22 COG and two multi-agency working groups that were created  
23 in statute. One of them is made up of the Central Coast  
24 Councils of Government and the other is made up of the San  
25 Joaquin Valley Councils of government.

1           The NOFA for REAP is out as of February and it's  
2   for \$118,750,000. Just like LEAP, it's over-the-counter  
3   noncompetitive applications with allocations that have  
4   been predetermined by statute. And there was one  
5   particularly interesting part of the statute, in that the  
6   Councils of Governments and working groups could apply for  
7   an advance of their allocation, if they wished, beginning  
8   in October.

9           Next slide, please.

10                   --o0o--

11           HCD HOUSING POLICY DEVELOPMENT MANAGER KAUSAR:

12           So some of the eligible activities for REAP are  
13   technical assistance that the regions can provide to their  
14   jurisdictions; suballocating to their local jurisdictions  
15   to the -- so -- to the local governments cities and  
16   counties within their areas, for the purposes of planning  
17   to align with State planning priorities, housing,  
18   transportation, equity, and climate goals; and to -- and  
19   finally another activity that you can use this planning  
20   for is to improve the methodology to further your regional  
21   housing needs assessment objectives. And those State  
22   objectives include: furthering equity, infill for  
23   greenhouse gas reductions, jobs/housing relationships, and  
24   affirmatively furthering fair housing.

25           Next slide, please.

--o0o--

HCD HOUSING POLICY DEVELOPMENT MANAGER KAUSAR:

So as a regional government or regional entity, if you choose to suballocate to your local jurisdiction, so your local cities and counties, that suballocation funding can be used similarly to your LEAP and SB 2 funding. And so there are ways to marry those together or to continue working on programs and projects with those planning grants. So again, you can use that funding for technical assistance to -- or for example create a regional or county-wide housing trust fund to continue to do any infrastructure planning to rezone for location efficient sites, to cover the costs of temporary staffing or consultants, and find other inventive ways of accelerating production.

So, for example, a lot of our regional applicants and subregions are, you know, currently in the process of working on applications and coming up with ways to collaborate and coordinate ways to share consultant benches for an example, to share regional plans for anti-displacement, or to share regionally created ADU plans, things to accelerate production and make it more effective and more efficient, especially during this time when a lot of staff is heavily impacted by the COVID-19 crisis.

1           And so now I'm going to pass it on to DC my  
2 colleague to discuss the pro-housing program.

3                       --o0o--

4           CTC VICE CHAIR NORTON: DC, are you there?

5           We don't hear you yet.

6           HCD DEPUTY DIRECTOR KIRKEBY: DC, you might need  
7 to hit the microphone button.

8           If we're not able to get DC, I believe Paul  
9 McDougal is also available and could -- might be able to  
10 step in.

11          CTC VICE CHAIR NORTON: Great. We have some  
12 people to talk at public comment and ask you some  
13 questions, so I'd like to make sure we get time for that.

14          HCD DEPUTY DIRECTOR KIRKEBY: Yeah.

15          CTC CLERK REMEDIOS: We are showing DC as  
16 unmuted.

17          HCD DEPUTY DIRECTOR KIRKEBY: DC, you want to try  
18 again?

19          All right. I think: -- I think in order to move  
20 forward, Paul, if you're available, that would be great.  
21 If not, I can -- I can do a \$0.50 job.

22                       (Laughter.)

23          HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:  
24 Can you hear me?

25          CTC VICE CHAIR NORTON: Yes, your'e good.

1 HCD DEPUTY DIRECTOR KIRKEBY: Yes.

2 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

3 Oh, cool. My family is in the process of leaving the  
4 room, so I'm hoping they're going to be appropriate for  
5 the conditions.

6 (Laughter.)

7 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

8 So the pro-housing --

9 HCD HOUSING POLICY DEVELOPMENT MANAGER

10 NAVARRETTE: Excuse me, do you hear me now?

11 HCD DEPUTY DIRECTOR KIRKEBY: Yes, there we go.

12 Go for it DC.

13 Oh, you seem to be gone again.

14 Paul, I think you may have to take it.

15 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

16 That's fine.

17 CTC VICE CHAIR NORTON: Thank you.

18 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

19 So the pro-housing program is part of the  
20 2019-2020 annual Budget Act, part of the kind of  
21 progression of tools that were employing to accelerate  
22 housing production in the state.

23 And really what it is is that it's a designation  
24 process where we come up with what jurisdictions are  
25 pro-housing. And then once jurisdictions are pro-house --

1 pro-housing, they can be incorporated into programs where  
2 the -- where they might have additional points,  
3 preferences, and to be more competitive where appropriate.  
4 The statute kind of lays out at least three programs the  
5 Affordable Housing Sustainable Communities Program before,  
6 the Infrastructure Improvement Grant Program and then the  
7 Transformative Climate Communities Program. However, we  
8 hope to continue coordination. To be mixed in to the  
9 pro-housing incorporation to a variety of funding sources,  
10 including non-housing dollars.

11 And so the statute is really simple, really  
12 straightforward. It doesn't need a lot of guidance, which  
13 is sometimes a good thing, sometimes a bad thing. But  
14 anyways, it lays out all these different policies that are  
15 pro-housing. These are the things that have been  
16 reflected and then -- and you've kind of seen part of the  
17 SB 2 planning grant program, as far as the LEAP Program  
18 where, you know, it lays out these variety of like things,  
19 like rezoning, CEQA clearance, ADUs, financing, all of  
20 that kind of stuff.

21 And one thing the statute explains is that we  
22 need to think about how we're giving consideration to  
23 urban and rural situations. And the idea there being is  
24 what is pro-housing in Modoc county is probably slightly  
25 different than San Diego. So we need to give some

1 considerations to that.

2           So the first thing that we thought about is take  
3 this list of some statutes and instead of prescribing that  
4 you must do every single one of these, we laid out these  
5 buckets, these four broad categories. And we'll get into  
6 those in just a little bit, but it's things like favorable  
7 zoning cost, development costs, what have you.

8           And then the idea is that within those categories  
9 -- I think someone is typing. Hopefully, that's not you  
10 DC.

11           Within each one of those categories is to create  
12 a menu of options. It's like okay, here's, favorable  
13 zoning, pick one of these -- and there's even another  
14 cate -- option within that category, but you must have at  
15 least one in each one of those four categories. So the  
16 idea was to give some flexibility so we can accommodate  
17 the variety of circumstances from them.

18           Another thing that we kind of came into, because  
19 the pro-housing statute is very limited to accelerating  
20 housing production, we need to think about other State  
21 objectives. And so we've come up with this concept called  
22 enhancement factors. So in each one of those categories  
23 you have a menu of options and you give one point or two  
24 point. But if you're doing an enhancement, then we'll  
25 give you additional points and we talk about that stuff.

1 But if we could go to the next slide.

2 --o0o--

3  
4 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

5 So I was talking about those enhancement factors  
6 back when we did the framework paper in late 2019. We  
7 wanted to just kind of layout some principles to  
8 facilitate the discussion and collaboration with other  
9 agencies, partners and what have you. So we came up with  
10 these principles, and -- when it first came on, and it's  
11 something that's definitely clear in the statute, is  
12 increasing the supply of housing, and particularly a  
13 variety of types and affordability.

14 Other principles we came up with is the idea of  
15 location of efficient communities. That is mainly playing  
16 out in terms of climate mitigation, but we also want  
17 adaptation as part of that.

18 And then the last piece is the idea of  
19 affirmatively furthering fair housing. And that's the  
20 kind of concept of promoting more inclusive communities.

21 So on to the next slide, please.

22 --o0o--

23 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

24 Here is the categories we came up with, those  
25 four big buckets with the menu of options. Favorable



1 zoning and land use, decreasing production times,  
2 development costs, and then finally financial subsidies.

3 Not much more to go on that.

4 --o0o--

5 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

6 And just a quick time check, is this till 4:30 or  
7 5:00?

8 CTC VICE CHAIR NORTON: No, your section ends at  
9 4:15.

10 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

11 Oh. Perfect. I think we -- can we get like a  
12 10-minute buffer since we got started late, no?

13 CTC VICE CHAIR NORTON: Yep.

14 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

15 All right. Cool. So here's just -- then I'll  
16 kind of blow through this. So here's some examples of  
17 pro-housing, allowing residential. The idea there is buy  
18 right, meaning without discretionary action faster  
19 approval, zoning more sites, increasing density, parking  
20 reductions that's huge for development costs as well as  
21 feasibility, limiting the number of hearing, as well as  
22 super time savings, ADU ordinances, checking sign. So  
23 really that's about less discretionary processes and then  
24 some, you know, trust funds and financial incentives, and  
25 what have you.

1           So examples of how we do the enhancement, meaning  
2 how we're going to -- oh, if you could go back just real  
3 quick. I'll buzz through.

4           So each one of these, you know, could be one  
5 point or two points, depending on the value and, you know,  
6 feedback we got from academics, and builders, and what  
7 have you, but is you get an extra point if these -- these  
8 policies have -- hit one of our principles or enhancement  
9 factors. So what we mean by that is if you're doing buy  
10 right -- let's say you're doing buy right near transit or  
11 if you're doing buy right in downtown, then you  
12 immediately get an extra point.

13           We talked about rezoning, increasing densities.  
14 If you're intensifying existing low density patterns,  
15 promoting variety housing choices in high-opportunity  
16 areas, you get an extra point. Parking reduction in  
17 downtowns, you get an extra point. That's the kind of  
18 things what we mean by enhancement.

19           On to the next one, please.

20                               --o0o--

21           HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

22           And then this is you, Megan, if you want to close  
23 or if you want I'll close. It doesn't matter.

24           It looks like we --

25           HCD DEPUTY DIRECTOR KIRKEBY: No, I can -- I can

1 take this one. But you know, just to wrap it up real  
2 quick in less than minute, what we're trying to do is have  
3 a bunch of different tools in the toolbox to get housing  
4 in the right places and get enough housing overall. And  
5 so, that's going to be lots of carrots, lots of free  
6 money, lots of TA we didn't even cover today, a  
7 multi-million dollar TA contract we're doing. But also,  
8 things like incentives, like the pro-housing program. But  
9 of course, if you still don't want to do the right thing  
10 and set the table for housing, remove barriers, encourage  
11 housing to happen, there's also part of the component of  
12 our tool kit that is accountability and enforcement.

13 So the reason legislation also gave us a lot more  
14 tools on that end, we sent a lot more technical assistance  
15 letters than we used to, and we -- we do track what's  
16 going on and really do try and let jurisdictions know that  
17 they need to be compliant with these laws and that  
18 we're -- we're monitoring and trying to make sure  
19 things -- things get done.

20 So with that, I'll close out and go to questions.

21 CTC VICE CHAIR NORTON: Okay. Wonderful. We  
22 have two questions in the queue for now, and then -- but  
23 before we do that, Douglas, why don't you let people know  
24 who are eager to speak for public comment what the process  
25 is for public comment.

1 CTC CLERK REMEDIOS: Thank you, Vice Chair. So  
2 real quick, I'll let everyone own the webinar know, all of  
3 these presentations are available on our and on CARB's  
4 website. So if you missed something, if you want to  
5 review, if you want to steal it and steal stuff from it,  
6 you can find them there.

7 (Laughter.)

8 CTC CLERK REMEDIOS: And so for the public, we're  
9 getting close to public comment time. So if you want to  
10 start raising your hands and if you see the control panel,  
11 typically on the right-hand of your screen, you'll see a  
12 hand, click on that and that will raise your hand, and we  
13 will see you. Also, you can type in a question. We're  
14 happy to read that for you, if you're a little bit more  
15 shy. However, just -- if you want to put a comment in  
16 there, I'd like -- I have a comment. Now is the time to  
17 do that, so we can make sure we allow enough time for  
18 everyone.

19 CTC VICE CHAIR NORTON: Wonderful. Thank you.  
20 And then for the questions regarding HCD presentations,  
21 our very first question comes from Chairwoman CARB Mary  
22 Nichols.

23 ARB CHAIR NICHOLS: Hi. Yes. I don't want to  
24 take the time to ask for an answer, but I think what I  
25 would like is this is an incredibly complicated program.

1 And it was a very comprehensive briefing, and I probably  
2 only took in a small percent of it. I'm beginning to get  
3 the idea that I need to know more about how these programs  
4 actually work, particularly in terms of how information  
5 and how relationships are built between the states and the  
6 local entities that actually are implementing a lot of  
7 these programs. And so I guess I'm just going to put down  
8 a marker that it would be great if we could have a  
9 session, at some point, which would be just a briefing  
10 session where we could do some more in-depth Q&A. So that  
11 would be my request.

12 HCD DEPUTY DIRECTOR KIRKEBY: Absolutely. We  
13 know housing is new to this committee, so we're ready to  
14 come and teach you everything you want to know.

15 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:  
16 Yeah, and we also -- we also had a piece in our  
17 presentation where we want to go over about five to seven  
18 different areas where we're collaborating with ARB as well  
19 as other agencies and all the different opportunities that  
20 are available, and how much we're -- we're definitely  
21 committed to continuing and building that -- those  
22 efforts.

23 ARB CHAIR NICHOLS: That would be terrific.  
24 Thank you.

25 CTC VICE CHAIR NORTON: Yes. Agreed. And I

1 would say that it would be very helpful once all the RTP  
2 SCSs have been approved, if there could be, as part of  
3 that response, that we could have something that  
4 identifies like how we can meet the goals that are  
5 outlined in all the SCSs once they've been all submitted  
6 within the state.

7 ARB CHAIR NICHOLS: Right.

8 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:  
9 Absolutely.

10 CTC VICE CHAIR NORTON: Fantastic. Okay. Our  
11 next question comes from CARB Board Member Hector De La  
12 Torre.

13 ARB BOARD MEMBER DE LA TORRE: Hi. Thank you,  
14 Vice Chair Norton. Both of my questions or comments are  
15 related to pro-housing and transportation that we -- if  
16 it's possible that on the transportation side you can  
17 apply preference points for pro-housing jurisdictions in a  
18 broader array of transportation programs? Because  
19 jurisdictions that already resist housing production will  
20 not be motivated by carrots and sticks just in the housing  
21 sector. Applying the designation to a broader array of  
22 transportation funding would be a greater motivation for  
23 those folks to step up --

24 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:  
25 Certainly can.

1           ARB BOARD MEMBER DE LA TORRE: -- so that those  
2 transportation and housing investments are complementing  
3 each other and not contradicting.

4           HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

5           Yeah, we fully agree. We've seen firsthand,  
6 especially the OBAG program, how powerful housing and  
7 transportation can work together. We fully hope to engage  
8 in those conversations. We're a little focused on getting  
9 the emergency regs out right now. But we have tried to  
10 develop the program in a way that could be consistent, but  
11 also flexible to be tailored to a variety of programs. So  
12 we are fully ready to engage those conversations and  
13 appreciate that being suggested.

14          ARB BOARD MEMBER DE LA TORRE: Thanks.

15          HCD DEPUTY DIRECTOR KIRKEBY: Really appreciate  
16 it. And just one more addition is pro-housing being  
17 linked to transportation programs is very important. But  
18 even the more basic planning requirement of housing  
19 element compliance just following the law as it exists  
20 today, we've been able to add housing element compliance  
21 and annual progress report compliance as a threshold  
22 requirement or a points requirement to several housing and  
23 transportation programs. And it has been a huge -- of  
24 huge importance, especially the SB 1 planning grants, to  
25 getting people to come in from the cold and, you know,

1 really start to talk to us again about housing element  
2 compliance. So we welcome more work there.

3 ARB BOARD MEMBER DE LA TORRE: Great. And a  
4 second question also related to pro-housing is that the  
5 qualifying actions be limited or concentrated in places  
6 where we want growth to happen, such as infill areas and  
7 high opportunity areas, and at the very least not award  
8 points for Greenfield development, you know, let -- let  
9 them slug it out on the merits of their projects, but not  
10 give them any bonuses vis-à-vis infill and the  
11 transit-oriented development, et cetera, that we -- that  
12 the State is really promoting for multiple policy reasons.

13 HCD DEPUTY DIRECTOR KIRKEBY: I think there's a  
14 lot there to go along with what you're saying, infill  
15 high-opportunity areas near transit. The only -- the only  
16 addition to that I would add is that we do want to design  
17 a program where all 539 jurisdictions in the state have  
18 the potential to be pro-housing. And so that may look --  
19 I think we can still hold those values, but that may look  
20 different literally in the City of Greenfield than it does  
21 in San Francisco or Berkeley. But I think -- I think we  
22 can be very aligned to those values and encourage housing  
23 in the right places.

24 CTC VICE CHAIR NORTON: Wonderful. Thank you.  
25 Do we have any other comments from -- or questions from



1 the Commissioners or CARB Board members?

2 CTC CLERK REMEDIOS: Not that I see, Vice Chair.

3 CTC VICE CHAIR NORTON: Okay. Wonderful. Well,  
4 thank you so much. We really appreciate your  
5 presentations. And we want to move to public comment.  
6 So, Douglas, who do you have on tap for public comment?

7 CTC CLERK REMEDIOS: We have Grecia.

8 CONFERENCE MODERATOR: Grecia, you are now  
9 unmuted and free to speak.

10 MS. JORDAN: Oh, hi. Can you hear me?

11 CTC VICE CHAIR NORTON: We can now, yes.

12 MS. JORDAN: Hi. I'm sorry about that. This is  
13 actually Julia Jordan with Leadership Counsel. I'm  
14 apparently on my colleague's Grecia's account. So I think  
15 that I got a little confused about that.

16 But it's Julia Jordan from Leadership Counsel for  
17 Justice and Accountability. Thank you for your patience  
18 there.

19 Yeah, just as mentioned by a lot of the speakers  
20 today, I think this group of agencies is really important  
21 for solving several long-standing issues in particularly  
22 disadvantaged communities, like those we work with in the  
23 San Joaquin and Eastern Coachella Valleys. And many of  
24 those are issues that don't necessarily fit neatly into  
25 one agency's current programs, but require integrated and

1 interagency solutions, which is I think why everyone is  
2 here today.

3           So I just wanted to bring up a few examples that  
4 we're seeing in Madera County where we work with some of  
5 these issues that are interrelated. One is sort of that  
6 we believe that a group like this should be addressing is  
7 the -- and kind of just touched on a little bit is sort of  
8 the blatant sprawl development of things like luxury homes  
9 and facilities, at the same time that nearby disadvantaged  
10 unincorporated communities are receiving little to no  
11 investment for basic and necessary infrastructure.

12           Along Highway 41 in Madera, we are seeing two  
13 luxury development projects that have popped up despite  
14 the real great need for resources in several  
15 unincorporated communities in the county. These  
16 developments don't just have a very damaging environmental  
17 impact, but they also reflect that the county is willing  
18 to expend staff time and energy on affluent communities  
19 instead of investigating in resource -- county resources  
20 into essential basic needs like sewer services and  
21 drinking water infrastructure for communities that have  
22 long been excluded from such necessities.

23           Also in Madera is the allowing Expansion of  
24 Highway 99 through the city. And this is a project the  
25 County and the Transportation Commission are seeking

1 funding for, despite CARB sort of identifying Madera as a  
2 continually supported community for AB 617 clean air  
3 protection funding. So there is a misalignment there and  
4 this is another example of why we feel that coordination  
5 between agencies could be strengthened and is really  
6 important in this context.

7         We'd like to thank HCD for responding comments we  
8 submitted in response to its analysis of impediments to  
9 fair housing. And we'd like to just remind CARB and CTC  
10 as well that all State agencies have legal  
11 responsibilities to affirmatively further fair housing,  
12 both from the federal mandate and from AB 686. And  
13 there's a great need for action by other agencies to  
14 address the air quality, transportation, and climate  
15 issues related to fair housing that go beyond the  
16 traditional canon of housing issues, that HCD can't fully  
17 address on its own and that requires collaboration with  
18 CARB and CTC to thoroughly address.

19         So we request that both CARB and CTC publicly  
20 plan to incorporate the affirmatively fair housing mandate  
21 into their work and invite stakeholders to provide input  
22 on those processes.

23         And then lastly, real quick, we just want to  
24 highlight the opportunity for this group to also address  
25 the interconnected and systemic deficiencies that have led

1 to the state's disadvantaged communities being  
2 disproportionately impacted by COVID-19. And some of  
3 these systemic failures include discriminatory zoning,  
4 zoning industrial uses near historically black and brown  
5 neighborhoods, lack of active transportation, green space,  
6 safe public transit, and allowing industry to pollute the  
7 bodies and shorten the lives of communities of color.

8 So those disproportionate impacts we're seeing  
9 now aren't surprising, but they're the result of policy.  
10 And so we -- we really need to, you know, face that reality  
11 of low-income communities and communities of color that  
12 have been experiencing long before this pandemic and that  
13 are now just more visible.

14 So each agency here we look forward to seeing the  
15 prioritization and implementation of just and equitable  
16 policies that invest clearly in disadvantaged communities  
17 in an integrated way, as they should have been invested in  
18 all along.

19 Thank you.

20 CTC VICE CHAIR NORTON: Thank you. And your  
21 point about interconnected and systemic failures is well  
22 taken. And I think we're going to be doing a lot of  
23 listening on that issue throughout our policy making, all  
24 of us separately and together. So I truly appreciate your  
25 input.

1 Does anybody want to comment on this public  
2 comment?

3 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

4 No. Just real quick, just for your information  
5 Leadership Counsel, the planning grant from Madera County  
6 is actually focusing on the Fairmead area. So just a  
7 heads up.

8 CTC CLERK REMEDIOS: Could we ask the person who  
9 made that comment to announce themselves, please.

10 HCD HOUSING POLICY DEVELOPMENT MANAGER McDOUGAL:

11 It's Paul McDougal with the State Department of  
12 Housing and Community Development.

13 CTC CLERK REMEDIOS: Thank you.

14 CTC VICE CHAIR NORTON: Okay. Douglas are there  
15 any other comments in -- public comments waiting in the  
16 queue?

17 CTC CLERK REMEDIOS: There are none.

18 CTC VICE CHAIR NORTON: Okay. Well, Chairwoman  
19 Nichols, would you like to have any closing comments, you  
20 or your -- of your Board members?

21 ARB CHAIR NICHOLS: Well, my Board members can  
22 speak for themselves, if they wish to. I have not  
23 canvassed them.

24 (Laughter.)

25 ARB CHAIR NICHOLS: But from my perspective, I

1 feel it's been an amazing -- amazingly informative and  
2 useful meeting. And so I just want to thank everybody who  
3 helped to put it together and look forward to doing a lot  
4 of work between now and next November, when we will come  
5 back together again and hopefully have some joint  
6 accomplishments to report.

7 CTC VICE CHAIR NORTON: Wonderful. CARB Board  
8 members, are there any thoughts you'd like to add to  
9 Chairwoman Nichols closing comments?

10 ARB BOARD MEMBER MITCHELL: This is Judy  
11 Mitchell.

12 CTC VICE CHAIR NORTON: Um-hmm. Thank you.

13 ARB BOARD MEMBER MITCHELL: I would just say  
14 thank you to all of the presenters for very informative  
15 presentations. And one thing we do at CARB is we do the  
16 Scoping Plan and we do the Sustainable Communities  
17 Strategy work. And what we have here today is very nice  
18 information on the intersection of transportation,  
19 housing, and air quality. And so I think this  
20 collaboration of these three agencies is very important,  
21 and I look forward to seeing how this develops in the  
22 future.

23 Thank you.

24 CTC VICE CHAIR NORTON: Thank you very much. I  
25 want to open it up -- now up to my colleagues on the CTC

1 Commission.

2 ARB BOARD MEMBER SPERLING: This is Dan -- Dan  
3 Sperling. Could I say something quick?

4 CTC VICE CHAIR NORTON: Absolutely. Sure. Sure.  
5 Sure. Yes, please.

6 ARB BOARD MEMBER SPERLING: I'd like to follow up  
7 on Chair Nichols just talked and Ms. Mitchell, and that is  
8 that, you know, kind of following what I said earlier, but  
9 in a process sense, if we could think about getting groups  
10 together, task forces perhaps you call it, but  
11 subcommittees that would actually identify key overlapping  
12 questions, and issues, and opportunities, and actually  
13 spend a little bit of time on it in preparation for a  
14 following meeting, it would make these meetings far more  
15 efficient, far more effective than they have been. So  
16 that would be my suggestion.

17 CTC VICE CHAIR NORTON: Okay. We'll follow up  
18 with you about some topics for those subcommittees and --  
19 so that we can do continued collaboration between now and  
20 November, because I think that's a -- that's a good  
21 suggestion. We're going to be a lot more intersectional  
22 as we recover from COVID-19 than we ever have been. So  
23 it's a very good suggestion. I'll open it -- the floor up  
24 again to any other CARB Board Members and then I want to  
25 open it up to the CTC members.

1           Okay. My CTC colleagues, any thoughts -- final  
2 thoughts on collaboration, or anything else you'd like to  
3 say on COVID-19, or the reflections on the presentations  
4 you've heard today?

5           CTC COMMISSIONER BURKE: Yvonne Burke. Can you  
6 hear me?

7           CTC VICE CHAIR NORTON: Yes, Commissioner Burke.  
8 Thank you. Yes, please.

9           CTC COMMISSIONER BURKE: I would just like to  
10 make a comment. As we move forward in terms of evaluating  
11 in a post-COVID-19 era that we also remember that prior to  
12 this time, we were talking about our problems in terms of  
13 transit, and that we were losing transit riders in some  
14 places. At the same time, we had traffic that was just  
15 impossible in many of our freeways and highways.

16           So as we move forward and talk about reevaluating  
17 resources, I know the real temptation is to take it from  
18 here. But I do think that we have to look at some of the  
19 issues we were faced with previously and hope that we can  
20 address those as we take care of those who are dependent,  
21 the riders, the people who depend on public transportation  
22 and also to look at the actual numbers we were faced with  
23 early in the year and how we can provide resources to meet  
24 a variety of different concerns and dynamics that were  
25 faced.



1           Excellent meeting.   Excellent.   And I'm glad  
2 we're all getting together.   Thank you very much.

3           CTC VICE CHAIR NORTON:   Well said, Commissioner  
4 Burke.   Thank you so much.

5           Any other of my colleagues?

6           HCD DEPUTY DIRECTOR KIRKEBY:   This Megan Kirkeby.  
7 Just thank you for welcoming the California Housing and  
8 Community Development Department.   I think we have a lot  
9 of fruitful collaboration to come.

10          CTC VICE CHAIR NORTON:   Yes, and we're very, very  
11 excited for this partnership.   I think it's a -- it's  
12 great that Assemblymember Grayson made sure to add HCD as  
13 part of AB 185, because we really do need to think about  
14 the intersection of all of our work.

15          So thank you very much for your dedication and  
16 for the completeness of your presentations today.   And we  
17 look forward to continuing to get those tales of the tape.  
18 You know, they're very, very helpful.   And the official  
19 Lucy Dunn slides are going to be very welcome in these  
20 presentations.

21          I would just -- for my part, I would like to say  
22 that this is one of the times that I feel most gratified  
23 as we are thinking about how we recover together, that so  
24 much of what we do requires partnerships.   And it is  
25 wonderful to see how our thinking can come together and

1 how we are seeking opportunities to work together, because  
2 that's really what it's going to take to come up with  
3 solutions that are going to be holistic, they're going to  
4 be efficient, and they're going to use scarce resources  
5 well.

6 As I started out with, I talked about meeting  
7 this moment with a combination of gravitas, dedication,  
8 collaboration, and innovation. And I look forward to what  
9 we're going to be doing between now and our November  
10 meeting and coming up with things in November that really  
11 give us a chance to look back on this time and find out  
12 that we made some real strides with ourselves and with the  
13 federal government in addressing some of the key issues  
14 that were raised today.

15 With that, Mitch, did you want to make any  
16 closing comments?

17 CTC EXECUTIVE DIRECTOR WEISS: No, I'd just  
18 like -- other than just thanking our team and the CARB  
19 staff who were working behind the scenes to make all this  
20 work. It's amazing to think that just a few months ago we  
21 weren't doing any of these webinars.

22 CTC VICE CHAIR NORTON: That's true.

23 Well, thank you. If there are no other comments,  
24 I think we can end this. And these are all available on  
25 our websites, and they're very informative, and I want to

1 make sure that all the people who presented today are  
2 going to be available for follow-ups as we continue to  
3 pour over these very fascinating presentations.

4 ARB CHAIR NICHOLS: Thank you.

5 CTC VICE CHAIR NORTON: Thank you.

6 With that, have a wonderful weekend. And thank  
7 you very much for spending time with us this afternoon.

8 ARB CHAIR NICHOLS: Great. Hope to see you all  
9 in person.

10 Bye.

11 CTC VICE CHAIR NORTON: Bye-bye. Thank you.

12 ARB BOARD MEMBER MITCHELL: Bye-bye, all.

13 Thank you, Vice Chair Norton.

14 CTC VICE CHAIR NORTON: Thank you.

15 (Thereupon the California Air Resources Board,  
16 California Transportation Commission and  
17 California Department of Housing and Community  
18 Development meeting adjourned at 4:40 p.m.)  
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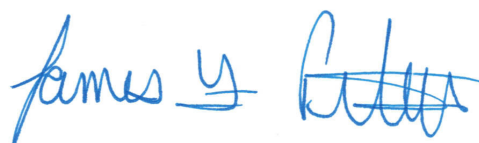
## C E R T I F I C A T E O F R E P O R T E R

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 31st day of July, 2020.



JAMES F. PETERS, CSR  
Certified Shorthand Reporter  
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