

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

ZOOM VIRTUAL MEETING

WEDNESDAY, NOVEMBER 4, 2020

9:05 A.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, Chair

Ms. Yvonne Burke

Mr. Rocco Davis

Ms. Lee Ann Eager

Mr. Carl Guardino

Ms. Fran Inman

Ms. Christine Kehoe

Dr. Joseph Lyou

Ms. Michelle Martinez

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

Mr. Darwin Moosavi, Deputy 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. Analisa Bevan, Assistant Division Chief, Sustainable Transportation and Communities Division(STCD)

Mr. Mario Cruz, Branch Chief, Climate Investments Branch, STCD

Ms. Monique Davis, Staff Air Pollution Specialist, Climate Investments Branch, STCD

Ms. Jennifer Gress, Division Chief, STCD

Ms. Suzanne Hague, Staff Air Pollution Specialist, Climate Investments Branch, STCD

Ms. Carey Knecht, Manager, Climate Investments Branch, STCD

Mr. Pedro Peterson, Air Pollution Specialist, Climate Investments Branch, STCD

Mr. Jamie Tipton, Air Resources Engineer, Climate Investments Branch, STCD

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

CTC STAFF:

Mr. Mitch Weiss, Executive Director

Ms. Tanisha Taylor, Chief Deputy Director

Mrs. Laura Pennebaker, Acting Deputy Director

Ms. Brigitte Driller, Assistant Deputy Director

Ms. Julia Kingsley, Assistant Deputy Director

Ms. Brandy Fleming, Analyst, Administration and Financial Management

Mr. Doug Remedios, Clerk of the Commission

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
STAFF:

Mr. Gustavo Velasquez, Director

Ms. Megan Kirkeby, Deputy Director

Mr. Paul McDougall

Ms. Claudia Mildner

Mr. DC Navarrette

Mr. Kevan Rolfness

Mr. Josh Rosa

Mr. Weston Starbird

Ms. Daniella Stepek

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

SPECIAL GUESTS:

Dr. Karen Chapple, University of California, Berkeley

Ms. Coleen Clementson, San Diego Association of Governments

Ms. Hana Creger, Greenlining Institute

Mr. Hasan Ikhata, San Diego Association of Governments

Mr. Ray Major, San Diego Association of Governments

Ms. Nailah Pope-Harden, ClimatePlan

Ms. Lynn Von Koch-Liebert, Deputy Secretary, Business, Consumer Services, and Housing Agency

ALSO PRESENT:

Mr. Will Barrett, American Lung Association

Ms. Patricia Chen, Los Angeles County Metropolitan Transportation Authority

Mr. James Corless, Sacramento Area Council of Governments

Ms. Beverly DesChaux, Electric Auto Association

Ms. Chanell Fletcher, ClimatePlan

Mr. Rick Longinotti, Campaign for Sustainable Transportation

Ms. Julia Randolph, Coalition for Clean Air

Ms. Therese Trivedi, Metropolitan Transportation Commission

Ms. Helen Walter-Terrinoni, Air-Conditioning, Heating, and Refrigeration Institute

Mr. Brian Wilcox, Marine BioEnergy

Mr. Mike Woodman, Nevada County Transportation Commission, North State Super Region

# I N D E X

	PAGE
Call to Order	1
Roll Call	2
Opening Remarks	5
CARB Chair Nichols	8
CTC Chair Norton	14
HCD Director Velasquez	17
CalSTA Secretary Kim	25
CARB Executive Officer Corey	30
CTC Executive Director Weiss	35
HCD Deputy Director Kirkeby	39
Item 1 - Recommendations for How State Agencies Can Better Align Their Programs and Policies to Achieve Transportation, Housing, Air Quality and Climate Tools	
CARB Chair Nichols	51
PRESENTATION 1	
Mr. Ikhrata	53
Mr. Major	56
Ms. Clementson	65
Discussion and Q&A	76
PRESENTATION 2	
Ms. Pope-Harden	90
Ms. Creger	97
Discussion and Q&A	107
PRESENTATION 3	
Dr. Chapple	120
Discussion and Q&A	132
Mr. Wilcox	136
Mr. Corless	138
Ms. Trivedi	140

# I N D E X   C O N T I N U E D

	PAGE
Ms. Fletcher	142
Ms. Randolph	145
Ms. Walter-Terrinoni	146
Mr. Woodman	148
Afternoon Session	152
Item 2 - Climate Action Plan on Transportation Infrastructure	
CARB Board Member De La Torre	152
Mr. Moosavi	154
Mr. Barrett	174
Ms. Chen	178
Ms. Randolph	180
Ms. Fletcher	182
Ms. DesChaux	184
Mr. Longinotti	186
Discussion and Q&A	189
Item 3 - Near-Term State Actions that Integrate Housing, Transportation, Air Quality, and Climate Program/Policies	
Mr. Moosavi	213
Ms. Von Koch-Liebert	216
Next Steps	217
Closing Remarks	223
Adjournment	227
Reporter's Certificate	228

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

CARB CHAIR NICHOLS: Good morning and welcome to this joint meeting of the California Air Resources Board, the California Transportation Commission, and the Department of Housing and Community Development. This is a -- it's great gathering here this morning.

I have one winner to congratulate this morning and that's the new CTC Chair, Hilary Norton, as well as to welcome a new CTC Commissioner, Michelle Martinez. We're looking forward to working both of -- with both of you and as agencies continue to expand and deepen their collaborations.

We have had several meetings now where we've learned a lot about each other's agencies, the different ways in which we are set up and how we work at our missions. Today, we're going to focus on how we can do more to align our work in order to advance the state's climate, air quality, transportation, and housing goals and to find new opportunities for action.

We're going to begin with a roll call of the Board members for the CARB Board. And then I'm going to turn the imaginary gavel over to the Chair of the CTC for their roll call. And then that will be followed by the Director of the Department of Housing and Community Development who introduce their team.



1           So CARB Board Clerk, I believe that's Ryan  
2       Sakazaki. It is. Please call the roll for CARB.

3           ARB BOARD CLERK SAKAZAKI: Thank you. Thank you,  
4       Madam Chair.

5           Dr. Balmes?

6           CARB BOARD MEMBER BALMES: Here.

7           CARB BOARD CLERK SAKAZAKI: Mr. De La Torre?

8           CARB BOARD MEMBER DE LA TORRE: Here.

9           CARB BOARD CLERK SAKAZAKI: Mr. Eisenhut?

10          Supervisor Fletcher?

11          CARB BOARD MEMBER FLETCHER: Fletcher, here.

12          CARB BOARD CLERK SAKAZAKI: Senator Florez.

13          CARB BOARD MEMBER FLOREZ: Here.

14          CARB BOARD CLERK SAKAZAKI: Assembly Member  
15       Garcia?

16          Supervisor Gioia?

17          CARB BOARD MEMBER GIOIA: Here.

18          CARB BOARD CLERK SAKAZAKI: Ms. Mitchell?

19          CARB BOARD MEMBER MITCHELL: Here.

20          CARB BOARD CLERK SAKAZAKI: Senator Monning?  
21       Mrs. Riordan?

22          CARB BOARD MEMBER RIORDAN: Here.

23          CARB BOARD CLERK SAKAZAKI: Supervisor Serna?

24          CARB BOARD MEMBER SERNA: Here.

25          CARB BOARD CLERK SAKAZAKI: Dr. Sherriffs?

1 CARB BOARD MEMBER SHERRIFFS: Dr. Sherriffs,  
2 here.

3 CARB BOARD CLERK SAKAZAKI: Professor Sperling?  
4 Ms. Takvorian?

5 CARB BOARD MEMBER TAKVORIAN: I'm here

6 CARB BOARD CLERK SAKAZAKI: Vice Chair Berg?

7 CARB VICE CHAIR BERG: Here.

8 CARB BOARD CLERK SAKAZAKI: Chair Nichols?

9 CARB CHAIR NICHOLS: Here.

10 CARB BOARD CLERK SAKAZAKI: Madam Chair, we have  
11 a quorum.

12 CARB CHAIR NICHOLS: Great. Now, I'll call upon  
13 CTC Chair Norton to have your clerk please call the roll  
14 for the Commission

15 CTC CHAIR NORTON: Thank you so much, Chairwoman  
16 Nichols. And Douglas, would you please call the roll for  
17 the California Transportation Commissioners.

18 CTC CLERK REMEDIOS: Thank you, Madam Chair.

19 Commission Alvarado?

20 Commissioner Burke?

21 Commissioner Davis?

22 CTC COMMISSIONER DAVIS: Here

23 CTC CLERK REMEDIOS: Commissioner Eager?

24 CTC COMMISSIONER EAGER: Here.

25 CTC CLERK REMEDIOS: Commissioner Guardino?

1 CTC COMMISSIONER GUARDINO: Masked up and  
2 present.

3 CTC CLERK REMEDIOS: Commissioner Inman?

4 CTC COMMISSIONER INMAN: Present.

5 CTC CLERK REMEDIOS: Commissioner Kehoe?

6 CTC COMMISSIONER KEHOE: Here.

7 CTC CLERK REMEDIOS: Commissioner Lyou?

8 CTC COMMISSIONER LYOU: Here.

9 CTC CLERK REMEDIOS: Commissioner Martinez?

10 CTC COMMISSIONER MARTINEZ: Present.

11 CTC CLERK REMEDIOS: Commissioner Tavaglione?  
12 Chair Norton?

13 CTC CHAIR NORTON: Present.

14 CTC CLERK REMEDIOS: Madam Chair, we have a  
15 quorum.

16 CARB CHAIR NICHOLS: Okay. Then I'll turn to  
17 Director Velasquez. I see that we've also been joined now  
18 by Professor Sperling. So we had a quorum, but we'd like  
19 to have our automotive engineering expert present.

20 Okay. Director Velasquez, please.

21 HCD DIRECTOR VELASQUEZ: Thank you, Madam Chair.  
22 It's great to be with you again. This is my second  
23 meeting of this joint committee. We have with us our  
24 Deputy Director for the Division of Policy Development,  
25 Megan Kirkeby and her team, Josh Rosa, David Navarrette,

1 Paul McDougall and Daniella Stepek. So great to be here.

2 CARB CHAIR NICHOLS: Thank you. It's good to see  
3 you. And now just a couple of initial announcements  
4 before we get underway. Since this is a virtual meeting,  
5 even though I think most of us have become quite used to  
6 Zoom, I want to ask the clerk to describe the process for  
7 how this meeting will be conducted today.

8 Mr. Sakazaki.

9 CARB BOARD CLERK SAKAZAKI: Thank you, Chair  
10 Nichols. Good morning, everyone. My name is Ryan  
11 Sakazaki and I'm one of the Board Clerks at the California  
12 Air Resources Board. I will provide some information on  
13 how public participation will be organized for today's  
14 meeting.

15 If you wish to make a verbal comment on one of  
16 the items or if you wish to make a comment at the end --  
17 I'm sorry. If you want to make a comment at the end of  
18 each item, you must be using the Zoom webinar or be  
19 calling in by telephone. If you are currently watching  
20 the webcast on CAL-SPAN, but wish to comment, please  
21 register for the Zoom webinar or call in. Information for  
22 both can be found on the public agenda.

23 To make a verbal comment, we will be using the  
24 raise hand feature on Zoom. If you wish to speak on an  
25 item, please virtually raise your hand as soon as the item

1 has begun to let us know you wish to speak. To do this,  
2 if you're using a computer or tablet, there is a raise  
3 hand button. If you are calling in on the telephone, dial  
4 star nine to raise your hand.

5 Even if you have previously registered and  
6 indicated you wish to speak, please raise your hand at the  
7 beginning of the item, if you wish to speak on it. If you  
8 don't raise your hand, your chance to speak will be  
9 skipped.

10 When the comment period starts, the order of  
11 commenters will be determined by who raises their hand  
12 first. I will call each commenter by name and then  
13 activate each commenter when it is their turn to speak.  
14 For those calling in, I will identify you by the last  
15 three digits of your phone number. We will not show a  
16 list of commenters. However, I will be announcing the  
17 three or so next commenters in the queue, so be ready to  
18 testify and know who is next. Please note, you will not  
19 appear by video during your testimony.

20 I would like to remind everyone, commenters,  
21 Board members and Commissioners to please state your name  
22 for the record before you speak. This is important in  
23 this new remote meeting setting.

24 We will have a time limit for each commenter.  
25 The normal time limit is three minutes. However, this

1 could change based on the Chair's discretion. During  
2 public testimony, you will see a little timer on the  
3 screen. For those calling in by phone, we will run the  
4 timer and let you know when you have 30 seconds left and  
5 when your time is up.

6 If you wish to submit a written comment today,  
7 please visit CARB's send-us-your-comment page or look at  
8 the public agenda on our webpage for links to send those  
9 documents electronically. Comments will be accepted on  
10 each -- comments will be accepted for today until the  
11 meeting adjourns.

12 I would like to give a friendly reminder to  
13 everyone to please mute yourself when you're not speaking  
14 to avoid background noise. Also when you do speak, please  
15 speak from a quiet location.

16 If you experience any technical difficulties,  
17 please call (805)772-2715 so an IT person can assist.  
18 Once again, that's (805)772-2715.

19 Thank you. I'd like to turn the microphone back  
20 to Chair Nichols now.

21 CARB CHAIR NICHOLS: Thank you. Could I just  
22 clarify a couple of things. Did you mean to say that  
23 members of the Board and Commission also need to state  
24 their name before they say anything in order to have that  
25 be recorded?

1 CARB BOARD CLERK SAKAZAKI: Yes, that would be  
2 ideal, if you could, please.

3 CARB CHAIR NICHOLS: Okay. Then I hope we can  
4 remind all of our -- all of our fellow panelists, I guess  
5 we're called. And then the other question just I want to  
6 be sure here, that it's my job to recognize members of,  
7 what we would call, the dais, if we were all together.  
8 If -- when they raise their hand, either on screen or  
9 through the Zoom feature.

10 CARB BOARD CLERK SAKAZAKI: Yes, so for Board  
11 members and Commissioners, we'll ask that everyone  
12 virtually raise your hand using the raise hand button on  
13 the Zoom screen that will pop up for you Chair Nichols,  
14 during Board discussion.

15 CARB CHAIR NICHOLS: Okay.

16 CARB BOARD CLERK SAKAZAKI: And then you'll call  
17 the queue.

18 CARB CHAIR NICHOLS: Okay. Great. I just want  
19 to make sure that we have maximum participation here  
20 today. So hopefully everybody now -- now knows what they  
21 need to do when they want to speak.

22 So let me start this proceeding this morning to  
23 getting to the substance of why we're all gathered here  
24 today. I'd love to share my reflections on what's going  
25 on in our country and with the elections, but I'm not

1 going to do that, partly because I was up until way too  
2 late last night, but also because we are still in the  
3 midst of counting. So I think we can put that aside for  
4 the moment.

5 But those of you who may be simultaneously trying  
6 to look at your phone or some other device to follow up  
7 what's going on, if you let out a cheer at some point,  
8 that's okay. You just have to share it with the rest of  
9 us and let us know what -- what good news there is to  
10 report this morning.

11 But what I want to do is to begin by  
12 acknowledging that we are painfully reminded of the fact  
13 that climate change is happening right now. And while the  
14 fires may have given us a little bit of a break here.  
15 This has been a terrible season, another record-breaking  
16 season. And we've once again lost millions of acres of  
17 and a tremendous amount of valuable property, as well  
18 as -- as well as lives. And it's been devastating.

19 So there is urgency to moving forward. Moving  
20 forward as we are now and even doubling down, particularly  
21 to reduce emissions and to make our communities more  
22 resilient and capable of withstanding the change that's  
23 already under way.

24 In recognition of the urgency of this crisis,  
25 Governor Newsom issued an Executive Order in September



1 order N-79-20, which requires sales of all new passenger  
2 vehicles, light trucks, off-road vehicles and drayage  
3 trucks to be zero emission by 2035. New trucks and buses  
4 will need to be zero emission by 2045.

5 The order also includes a number of other  
6 aggressive actions to move us away from fossil fuels and  
7 provide the infrastructure to support zero-emission  
8 vehicles.

9 This is groundbreaking. And achieving the  
10 Executive Order's milestones will require terrific  
11 coordination and serious action by all of our agencies and  
12 many others. It will transform transportation in  
13 California. And help us to achieve dramatic emissions  
14 reductions and public health benefits associated with  
15 those reductions. Cleaner vehicles are a fundamental part  
16 of the solution.

17 But I say part, because we need to go further in  
18 transitioning to the -- this new future. The  
19 zero-emission vehicles are big, but not enough, to meet  
20 our long term climate goals. We also need to pursue other  
21 big changes within our transportation system, including  
22 policies that can reduce the amount of vehicle miles that  
23 are traveled.

24 Even with all new cars sold being zero emissions  
25 in 2035, that means that 30 percent of the passenger

1 vehicles on the road will still be gas powered in 2045, by  
2 which time, we are slated and need to achieve net  
3 neutrality in carbon emissions in order to prevent the  
4 worst impacts of climate change. Furthermore, ZEVs will  
5 not be carbon neutral until their entire lifecycle is zero  
6 emission, meaning everything from their creation to their  
7 end-of-life or recycling.

8           Furthermore ZEVs will not be -- sorry, the  
9 vehicle and the battery manufacturing come with embedded  
10 emissions and fueling ZEVs requires electricity, so  
11 reducing emissions across the lifecycle, again that's the  
12 point is -- is the way we have to go to promote our goals  
13 and not just focus only on the vehicles.

14           This is also important if we're going to achieve  
15 the related benefits that we hope to achieve from improved  
16 public health, from criteria pollutants and toxic air  
17 contaminants that are currently most strongly associated  
18 with gasoline and diesel vehicles.

19           So along with reducing emissions, reducing  
20 driving has substantial health benefits, including reduced  
21 respiratory and cardiovascular disease, traffic-related  
22 injuries and fatalities, the stresses and poor mental  
23 health outcomes from our auto-dependent lifestyle and  
24 other related consequences.

25           Furthermore, auto ownership is expensive and we

1 know that reducing transportation expenses by driving less  
2 also helps people to meet other critical household needs,  
3 accumulate wealth, buy homes where they want to live, and  
4 increase their discretionary income.

5 So less driving will reduce congestion, save  
6 money by not having to build expensive new infrastructure,  
7 and reduce overall costs to maintain the road system.

8 California's roads have seen some of the worst  
9 congestion in the nation. And we could still see ten  
10 million more vehicles on the road in California by 2050.  
11 Maintenance costs have ballooned to over \$500 million a  
12 year in California. So utilizing travel options, other  
13 than single-occupancy vehicles, will help to address all  
14 of these issues.

15 Electrifying transportation, reducing VMT and  
16 addressing mobility and housing needs we'll need every  
17 tool in the toolbox. And we State agencies need to do  
18 more to align our policies to reduce emissions and do it  
19 in a way that achieves other benefits and is equitable as  
20 well. So we need to think big is the bottom line here,  
21 when it comes to addressing climate change.

22 These meetings, like the one we're having today,  
23 are an opportunity for us to look at where we have joint  
24 actions that we could take that would help us all to move  
25 forward. We need more housing that's affordable, and

1 close to jobs, and key destination. We need a broader  
2 range of transportation options. And we need to do this  
3 in a way that also assists in fighting climate change and  
4 helping us to improve air quality. So we -- we have to  
5 solve for multiple needs at once.

6 I'm excited about today's agenda, because we'll  
7 not just be hearing about the problems, we're also going  
8 to be talking about specific things that we can do to  
9 strengthen our work together and take action to solve  
10 these problems.

11 Our first session this morning will give us an  
12 opportunity to hear recommendations on how our agencies  
13 can better align our policies and programs. This  
14 discussion will also help us to inform the discussions  
15 during our afternoon session, when we will hear from the  
16 California State Transportation Agency on their efforts to  
17 develop an action plan to ensure that the State's  
18 discretionary transportation funding programs are designed  
19 to achieve these multiple objectives.

20 We will also hear from staff at the Business  
21 Consumer Services and Housing Agency about some current  
22 collaborations that are going on between State agencies  
23 and their work to identify future joint actions.

24 And we're going to be also then hearing from the  
25 public. And we encourage you throughout the day when the

1 opportunities are available to weigh in on these issues as  
2 well.

3           So hopefully we'll come out of this meeting today  
4 with a clearer direction for our staff and some clearer  
5 understanding among ourselves as to what our next steps  
6 are going to be on implementing the changes that we need  
7 to make. And I'm looking forward to the rest of this  
8 discussion.

9           And now, I would like to ask Chair Norton to  
10 share some opening remarks with us as well.

11           CTC CHAIR NORTON: Thank you very much,  
12 Chairwoman Nichols for your thoughtful and inspiring  
13 opening remarks. It is good to be here and I wish a good  
14 morning to my fellow Commissioners, Board members and HCD  
15 leadership.

16           I'd like to welcome our new Commissioners -- the  
17 California Transportation Commissioner Davis, Eager and  
18 Martinez. And I want to thank Chairwoman Nichols for  
19 welcoming them as well.

20           2020 has not been an easy year. And I'd like to  
21 start out by acknowledging the Californians who have been  
22 impacted by COVID-19, the resulting economic crisis,  
23 devastating wildfires, power outages, and the continued  
24 effects of systematic racism and economic information and  
25 mobility disparities.

1 I want to thank you for all coming together today  
2 to start thinking about what our recovery from all of  
3 those challenges looks like.

4 In addition, I want to thank all of the people  
5 who joined us for this important meeting. And I am  
6 grateful that we have the forum to discuss pressing  
7 questions such as:

8 How do we reduce driving and incentivize the  
9 production of housing that is served by quality  
10 transportation and resilient to the impacts of climate  
11 change?

12 How do we ensure a clean and resilient electrical  
13 grid that will support the transition to zero-emission  
14 vehicles at scale, as Chairwoman Nichols discussed. How  
15 can we deliver justice to communities burdened by  
16 environmental pollution by delivering clean transportation  
17 without contributing to increased living costs or  
18 displacement, while also promoting safety.

19 And, of course, how do we achieve this while also  
20 achieving our economic recovery?

21 As we consider the thoughtful plans, Executive  
22 Orders, and State plans before us, we are focused on the  
23 three Es of sustainability, equity, economy, and  
24 environment, and are examining the ways that we enhance  
25 these three Es in CTC's guidelines and programs, including

1 our enhancing our over two billion in active  
2 transportation funds that we've allocated thus far.

3 We also look forward to working with CalSTA and  
4 Caltrans on the CTC's upcoming equity listening sessions  
5 to identify the disparities and avenues for solutions.

6 CTC's Executive Director, Mitch Weiss will  
7 outline more about this in his infrastructure  
8 presentation.

9 And as we anxiously await the final election  
10 results of who our next President will be, we look forward  
11 to working with CARB, HCD, CalSTA, Caltrans, the  
12 Legislature and Governor Newsom to insert that we have an  
13 even stronger federal partnership to restore our transit  
14 operations and invest in our EV networks on a scale  
15 necessary to meet California's goals.

16 I'm looking forward to the presentations we will  
17 hear today as our --our CTC Commissioners who've been  
18 working on all of these issues, in both the Commission  
19 roles and their day roles. And I want to thank the  
20 California Air Resources Board for hosting today's virtual  
21 joint meeting.

22 But I do not want to end my remarks without  
23 taking a moment to recognize my friend Chairwoman Mary  
24 Nichols, for her leadership at CARB. Your regulatory and  
25 policy contributions in the areas of air quality and

1 greenhouse gases have tangibly and forever improved the  
2 health and well-being of Californians. And these benefits  
3 will continue to extend into the future.

4 Moreover, other states and countries have looked  
5 to California's Cap-and-Trade Program and vehicle  
6 efficiency standards as a model for achieving  
7 environmental sustainability goals. You will be greatly  
8 missed at your -- at these joint meetings, but your impact  
9 will never be forgotten. And I look forward to our work  
10 together today and beyond.

11 Thank you very much. That concludes my remarks.

12 CARB CHAIR NICHOLS: Thank you so much. That was  
13 lovely.

14 Let's hear now from the Housing and Community  
15 Development Director, Mr. Velasquez.

16 HCD DIRECTOR VELASQUEZ: Thank you, Madam  
17 Chair -- Madam Chair Nichols and Madam Chair Norton. I'm  
18 pleased to be here again second -- only second time in  
19 this joint committee California Transportation Commission  
20 and CARB have been highly collaborative and productive  
21 partners with our department in recent years. And we see  
22 a growing urgency really to continue collaborating.

23 For once, this year has seen the impacts of  
24 climate change sparking the most destructive wildfire  
25 season in California history.



1           Greenhouse gases, Madam Chair Nichols, you  
2 pointed out from personal vehicles are growing as  
3 Californians are driving more. You know, I -- this is my  
4 first time living in California. I come most of my adult  
5 life has been living in New York, Philadelphia, and D.C.  
6 So it's not a fair comparison the neighborhoods there with  
7 neighborhoods in cities here in California.

8           But I can attest to the fact, for sure now living  
9 here, that the neighborhood in California was built having  
10 in mind very much the car, the car. That is -- that is  
11 just a fact in California, you know, continues to see more  
12 and more people driving. Also, California continues to  
13 face a significant shortage of affordable housing as we  
14 know. To me one of the biggest problems we continue to  
15 have before us, is that Californians lack affordable  
16 housing options in the right places, in the places where  
17 they need to be every day.

18           This problem results in Californians driving  
19 longer commutes to work, residing in high fire risk areas.  
20 Let's just say it like that, residing in higher fire risk  
21 areas, and in older, vulnerable communities, and  
22 converting -- this from also impacts converting natural  
23 and working lands to suburban sprawl.

24           So I think our State's approach to this challenge  
25 must focus on affirmative actions to promote infill, as

1 much as the preventive actions to avoid sprawl. And  
2 taking this two-pronged approach will require, obviously a  
3 multi-agency government-wide effort, because we each hold  
4 a different piece of the puzzle, right? That's -- that's  
5 really what it comes down, you know, CARB, CTC, HCD, many  
6 others, you know. It just -- they just have different  
7 pieces of the puzzle, and we can do this. We can do this  
8 working together.

9           For instance, today, we'll hear from HCD present  
10 of our -- on our upcoming Prohousing Designation Program.  
11 For the past year, the Department has worked to create a  
12 framework for incentivizing local governments to take  
13 actions that will promote location efficient -- very  
14 important, location efficient affordable housing  
15 production. We gathered input from a wide range of  
16 stakeholders, cities, counties, advocates, universities,  
17 and from a range of State agencies, including CARB and  
18 CTC.

19           All of this collaboration helped create a  
20 first-of-a-kind framework for measuring and acknowledging  
21 the local policies that we know will work. But  
22 establishing those goal posts for cities and counties is  
23 only effective if we give them incentives to pursue it.  
24 So the prohousing program will set real stretch goals for  
25 our local partners, which is what California's housing and

1 climate crisis requires.

2           So they will need State's strong support to reach  
3 those goals and significant incentives attached to the  
4 Prohousing Designation. And you'll -- you'll see the  
5 presentation. It's -- it's really innovative. The  
6 prohousing statute tees up the opportunity for any  
7 competitive funding program to incentivize prohousing.

8           But again, prohousing based on the right  
9 location. So I hope my colleagues on the Transportation  
10 Commission and the Air Resources Board will consider these  
11 possibilities, as we learn more about prohousing in  
12 today's meeting and in future decisions.

13           Quickly, a couple other things I want to mention,  
14 before I turn it over to you. I also want to highlight  
15 HCD's longer standing programs which, target housing  
16 development in infill areas near jobs and transportation,  
17 moving growth away from natural and working lands and away  
18 from high-risk areas.

19           HCD oversees the Regional Housing Needs  
20 Allocation process, some of you are familiar with the RHNA  
21 process, and directly administers it for rural counties.  
22 This includes administering new statutory objectives for  
23 the sixth cycle of RHNA, which is getting underway, to  
24 promote several things.

25           It promotes infill development, protection of

1 environmental and agricultural resources, growth near  
2 transit, and reductions in greenhouse gases, all of it  
3 combined.

4           Local jurisdictions are beginning to challenge  
5 the RHNA plans as we speak, citing inconsistencies between  
6 the State's climate goals and the State's housing goals.  
7 We need to be careful of that narrative. I see that we  
8 today on the agenda presentations from our friends at --  
9 of the San Diego regions, SANDAG. We are beginning to see  
10 some challenges there. We are beginning to see challenges  
11 in the SCAG, in the Southern California region.

12           We in State government should not fall in this  
13 trap of this conflict between climate and State housing  
14 goals. NIMBY communities are great at putting people  
15 against each other, especially claiming more housing  
16 opportunities also destroys our climate goals.

17           The answer is if we do it, we have to do it  
18 strategically. We have to find ways to do it  
19 strategically, building in strategic locations. You know,  
20 we have to kind of dissipate this conflict that some  
21 people continue to exacerbate.

22           Every one of those RHNA objectives should be  
23 reflected in the region's Sustainable Communities  
24 Strategies. So the requirements and incentives we're  
25 giving local communities are aligned and implemented.

1           And pursuant to AB 101 of 2019 HCD is preparing a  
2 comprehensive and inclusive effort aimed at long term --  
3 long-term RHNA reform next year. And we invite and  
4 encourage the input of CARB, CTC and other agencies.

5           And finally, I believe we have a abundant common  
6 ground to work together, because our goals are so  
7 complementary. Reducing vehicle miles traveled, not only  
8 addresses climate change, it also helps to promote  
9 household affordability and equity. We've talked -- at  
10 least at the previous meeting that I joined we spent a  
11 fair amount of time talking about equity. And Chairwoman  
12 Norton mentioned equity again.

13           How many times we say we care about equitable  
14 outcomes. We have an opportunity here to walk the talk.  
15 Several years ago our Department published a statewide  
16 housing needs assessment where we found it's not just the  
17 price of rent, it's also the commute that  
18 disproportionately burdens low income communities.

19           Over half of California households are  
20 housing-cost burdened, which means they -- the households  
21 pay more than 30 percent of their income on the rent or  
22 mortgage.

23           But at the same time, the average household in  
24 most counties is also paying more than 20 percent of their  
25 income in transportation. This exceeds the recommended

1 share of household spending on transportation, because it  
2 diminishes the ability of households to pay for food,  
3 utilities, health care and other vital expenses. And this  
4 is not going away, especially in the midst of  
5 disproportionately affects of communities of colors, from  
6 COVID, and a declining economy. This double burdens,  
7 especially prevalent among low income household that are  
8 least capable of teleworking, both housing costs and  
9 transportation costs. The effects of COVID-19 again  
10 exacerbate these inequities.

11 As many of California's professional workers  
12 transition to mass telework, I mean, we're all enjoying  
13 that, but we risk leaving behind forgotten burdens on  
14 those workers who cannot telework. Health workers, farm  
15 workers, those who work in retail, food service,  
16 hospitality and other service industries with typically  
17 lower incomes will continue to have to physically travel  
18 to their worksites. And according to -- there's a study,  
19 fewer than 30 percent of workers can work from home. And  
20 higher paid workers are six times as likely to be able to  
21 telework as lower paid workers.

22 So the ability to work from home also differs by  
23 race. Blacks and Hispanic workers are less likely to be  
24 able to telework. Only about one in six Hispanic workers  
25 can work from home. And for Black workers, it's less than

1 one in six. So these workers will continue to need  
2 affordable housing options in closer proximity to jobs  
3 more now than ever as transit agencies have been forced to  
4 reduce services. So the challenge of integrating  
5 affordable housing production with transportation in  
6 climate planning becomes more important than ever in given  
7 the effects of COVID-19.

8 So again, when we lose our focus on that  
9 integration, I think we have a real problem like in the  
10 first priority at risk of neglect is equity. So I believe  
11 these discussions, the intersections, transportation,  
12 climate and health, are so critically important.

13 And that's why I'm very excited to be at this  
14 meeting and look forward to all the presentations and  
15 conversations ahead.

16 So thank you very much. And I'll be here to, you  
17 know, answer questions from -- or ask questions more so  
18 from presentations that we'll see.

19 Thank you very much.

20 CARB CHAIR NICHOLS: Thanks so much. Those were  
21 really inspiring remarks. Your reference to NIMBY groups  
22 that have been working to -- to create a wedge between  
23 climate goals and housing goals are matched by other  
24 groups who are also trying to create a wedge from a  
25 different direction, claiming that our climate goals are

1 preventing building of housing in the more remote areas,  
2 because we're forcing people not to be able to build in  
3 sprawl developments as they think they have to do in order  
4 to create housing.

5           So we have a lot of work to do, I think, both to  
6 dispel myths, but also not just to say this is not what  
7 we're about, but to be able to show what it is that we are  
8 about. And I'm really appreciative of your recognition  
9 and your dedication to making that happen.

10           So we now are going to hear one more set of  
11 opening remarks and that is from our colleague, the  
12 Secretary for the California State Transportation Agency  
13 and a good partner in our climate activities, David Kim.

14           SECRETARY KIM: Well, thank you very much, Chair  
15 Nichols and Chair Norton. And a very good morning to all  
16 Commissioners, Board members, and Director Velasquez and  
17 the entire HCD team. It's great to be with you today.  
18 And it's safe to say many of us are running on fumes this  
19 morning after a very long night keeping tabs on  
20 election -- election results. And I agree with Chair  
21 Nichols, if anyone hears any updates and if you let out a  
22 cheer, share it with us, for those of us who might not be  
23 paying as close attention as you might be. So it's going  
24 to be quite an interesting day as results continue to  
25 unfold.



1           For today's meeting, you're going to hear  
2 presentations from my staff on two topics. First is the  
3 Climate Action Plan for Transportation Infrastructure,  
4 also known as CAPTI. This is the plan being developed  
5 right now to implement the Governor's Executive Order on  
6 climate change. I should say the first Executive Order  
7 that was released in the fall of 2019.

8           And second, you'll hear an update on the Housing  
9 and Transportation Working Group, which we co-lead in  
10 conjunction with the Business, Consumer Services and  
11 Housing Agency.

12           And I just wanted to give you some context on the  
13 CAPTI effort, which will set the stage for our discussion  
14 this afternoon. First, I want to acknowledge the many  
15 State agencies that have been working with us to develop  
16 CAPTI. It is truly a collaborative effort within the  
17 administration led by CalSTA, but in coordination with  
18 Caltrans, CTC, OPR, GO-Biz, Strategic Growth Council,  
19 Housing and Community Development and CARB. And we've  
20 also gotten input from other departments as well. So a  
21 big shout-out to our State agency partners for their  
22 leadership and contributions to this effort.

23           I want to echo what Chair Nichols said in her  
24 opening comments that we are in the middle of a climate  
25 crisis, a climate emergency as Governor Newsom has said on

1 many occasions. And so the Governor's recent Executive  
2 Order N-79-20 is a huge step forward. And it's also worth  
3 underscoring the point Chair Nichols made that  
4 zero-emission vehicles, as important as they are, will not  
5 by themselves get us where we need to go from a GHG  
6 emissions standpoint. It's got to be combined with  
7 efforts to encourage greater mode shift and reduce our  
8 dependence on driving, and also reduce vehicle miles  
9 traveled as the Director mentioned.

10 So that means advancing transit and inner city  
11 passenger rail, walking and biking, micro-mobility options  
12 like scooters and e-bikes, and pricing strategies.  
13 They've all got to be part of that toolkit.

14 So this brings us to the current effort and why  
15 EO-79 -- N-79-20 puts a spotlight on the critically  
16 important message of the first Executive Order N-19-19.  
17 And just to refresh your memory, N-19-19 directs our  
18 agency, CalSTA, to leverage discretionary State  
19 transportation funds to reduce GHG emissions in the  
20 transportation sector. And the main point is that without  
21 reducing driving in California we are simply not going to  
22 meet our climate goals.

23 It also means that we need to move away from the  
24 long-standing practice of giving a competitive advantage  
25 to the automobile when it comes to selecting and funding

1 transportation projects. The mission is to find ways to  
2 prioritize projects that create more travel choices over  
3 projects that encourage and accommodate more driving. And  
4 I think it needs to be acknowledged that the traditional  
5 practice of prioritizing the movement of vehicles over the  
6 movement of people has had the effect of widen -- widening  
7 inequities throughout the state.

8 As has been mentioned, vehicle ownership has  
9 become an expensive burden and necessity for many lower  
10 income Californians. And as we address how Californians  
11 travel, we also need to take a hard look at our freight  
12 system, how to move goods in a sustainable way that  
13 strengthens the economy and reduces the environmental  
14 burden on disadvantaged communities.

15 And so through these Executive Orders, we're  
16 going to lay the foundation for a zero-emission freight  
17 system that will serve our State and nation, while at the  
18 same time making sure that disadvantaged communities of  
19 color, which have long suffered disproportionately from  
20 severe air quality and poor health impacts can experience  
21 far better outcomes.

22 When you look back over the past eight months,  
23 it's pretty clear that people have dramatically altered  
24 their travel behavior in the midst of a pandemic. We've  
25 also been reckoning with systemic and institutional racism

1 for far took long. And as we look to economic recovery,  
2 can we do it in a way that will reduce the deep inequities  
3 that exist. I also want to emphasize that these ambitious  
4 goals will be considered pragmatically and that we can do  
5 so within our existing framework and transportation  
6 vision.

7           So, for example, our commitment to SB 1 and the  
8 fix it first approach within SB 1, will continue and I  
9 want to assure you of that. It's also worth mentioning  
10 that the principle of fix it first means that we need to  
11 take a thoughtful approach when it comes to expanding the  
12 existing system. It's important to ask the question, if  
13 we invest in projects that ultimately increase long-term  
14 maintenance costs without advancing climate and equity  
15 goals, is that a trade-off worth making? Something to  
16 ponder.

17           What will it take for all of us to think in a  
18 creative, pragmatic, and holistic manner when it comes to  
19 investing in projects that provide multi-modal travel  
20 options that are equitable, clean, and safe. That's the  
21 challenge in front of us. And I'm really excited that the  
22 CTC, CARB and HCD are coming together to engage with one  
23 another on these critically important issues.

24           So with that, thank you so much for the chime --  
25 time, Chair Nichols and Chair Norton. And I look forward

1 to what I believe will be a very productive meeting.

2 Thanks again.

3 CARB CHAIR NICHOLS: Well, thank you. Those are  
4 terrific remarks and again help to sort of position us as  
5 to what we're -- what we need to be doing right now. So  
6 before we move to the panels of invited speakers, I think  
7 we are scheduled to have a little bit of an update about  
8 what has happened within our agencies, at least some  
9 highlights, since the last meeting -- last joint meeting  
10 of this group in July.

11 And so I'm going to start with calling on CARB's  
12 Executive Officer Richard Corey to give us a brief update.

13 Richard.

14 CARB EXECUTIVE OFFICER COREY: Thanks, Chair.  
15 And actually just reflecting on really inspiring opening  
16 remarks, really exciting. I was taking careful notes.  
17 Really looking forward to the discussion over the course  
18 of the day.

19 A few things, and it was touched on by several of  
20 your opening remarks really in the progress, in the  
21 partnership, and the really relationships that are being  
22 strengthened and built that really get at the convergence,  
23 the cross-cutting nature of housing, transportation, air  
24 quality and climate, as several of you noted, and it's  
25 exciting. We have an opportunity here that you all

1 clearly underscored.

2 A lot has happened -- a lot has happened since  
3 our last joint meeting in July.

4 First, on September 23rd, as the Chair noted,  
5 Governor Newsom issued Executive Order N-79-20, which is a  
6 bold initiative -- bold initiative for -- to transform and  
7 clean up transportation in California. That Executive  
8 Order has an ambitious timeline. And it will require  
9 actions by multiple State agencies in partnership with  
10 industry and many stakeholders from an implementation  
11 standpoint. New cars, truck, buses, and off-road  
12 equipment will need to shift to zero-emission  
13 technologies. By 2035, all new passenger vehicles, and  
14 some specific truck fleets, will need to be zero emission.  
15 By 2045, all new heavy-duty and medium heavy-duty trucks  
16 and buses will need to be zero emission where feasible.

17 And at our July meeting, we shared an update on  
18 our new Advanced Clean Truck Regulation, which laid the  
19 foundation for the Executive Order. With respect to  
20 passenger transportation, CARB staff are now engaged in  
21 the work of setting the next standards for cars and  
22 light-duty trucks. Consistent with the Executive Order,  
23 the Advanced Clean Cars regulatory package will need to  
24 accelerate the adoption of zero-emission vehicles towards  
25 the goal of 100 percent ZEV sales by 2035. We're also

1 looking at incorporating consumer-facing provisions such  
2 as electric vehicle plug standardization and battery and  
3 vehicle warranties extended.

4           They're aimed at maturing -- at really maturing  
5 the zero-emission vehicle market and ensuring that these  
6 vehicles meet consumer needs. We're also continuing to  
7 work closely with other agencies to develop policies from  
8 market and infrastructure development to support these  
9 cleaner vehicles and provide broad accessibility for all  
10 Californians, including those in our most underserved  
11 communities. We have a lot of work ahead of us.

12           My second update relates to a couple of new CARB  
13 regulations to reduce air pollution from the freight  
14 sector. In August, our Board adopted the Heavy-Duty Low  
15 NOx Omnibus Regulation, which requires cleaner engines,  
16 longer warranties, and better test procedures for  
17 heavy-duty diesel trucks. This regulation is important to  
18 protect public health, because the thousands of internal  
19 combustion trucks will be operating on the roads in  
20 California for many years to come, even as we move forward  
21 with zero-emission technologies.

22           In August, our Board also adopted a stronger  
23 regulation to reduce pollution from ocean-going vessels  
24 when they're at berth in California ports. It will expand  
25 existing requirements for ships to plug in to the

1 electrical grid or use capture and control system  
2 technologies to cut emissions from their diesel engines.

3 Both of these regulations are critical for  
4 reducing diesel pollution and improving air quality and  
5 public health in heavily impacted communities near ports,  
6 railyards and warehouses. We're also supporting these  
7 impacted communities by providing substantial funding for  
8 cleaner passenger transportation. For example, we'll soon  
9 be announcing awards for about \$20 million for a  
10 Sustainable Transportation Equity Project, now known as  
11 STEP. And later this year, we'll be announcing another 20  
12 million in awards for community transportation needs  
13 assessments and mobility projects under our Clean Mobility  
14 Options Voucher Program.

15 Both STEP and Clean Mobility Program provide  
16 funding for transportation projects in underserved  
17 communities. These projects include a variety of  
18 zero-emission transportation options, things like  
19 vanpools, bike sharing, transit, and ride on demand  
20 services. These programs are designed to provide projects  
21 that are directly responsive to community needs, as  
22 identified by community members, and the projects reflect  
23 our increased focus on equity for impacted communities.

24 We're also increasing our focus on equity  
25 internally at ARB. We've all seen the events the past



1 year that have laid bare the racial inequities in our  
2 country and their devastating impacts, several of you  
3 noted. It's made us look at our own organization. And  
4 we've realized that we have a lot of work to do internally  
5 to create a more diverse and inclusive work environment.

6 We recently launched the Diversity And Racial  
7 Equity, or DARE, task force to take a hard look at CARB's  
8 internal practices and tell us how we can create a more  
9 inclusive environment at CARB for all our employees of  
10 color. We're looking at our hiring practices and our  
11 promotional opportunities. We also just finished a round  
12 of excellent implicit bias training. And last month, our  
13 Board adopted a resolution on CARB's commitment to racial  
14 equity and social justice.

15 They also appointed Board Member Serna as a  
16 liaison to the DARE Task Force to ensure that the  
17 intentions of the resolution become concrete and  
18 measurable actions. These actions are only the beginning  
19 though. Our executive team is fully committed and staff  
20 have been extremely supportive of these early steps. And  
21 I'm confident that we're moving in the right direction and  
22 we'll be making important changes to further improve the  
23 agency. So I'm pleased to see that we have a number of  
24 equity advocates with us here today that will be speaking  
25 and looking forward to hearing their remarks as well.

1           And with that, Chair, I'll return it to you.

2           CARB CHAIR NICHOLS: Thank you. A lot has been  
3 going on obviously over the summer and fall months,  
4 despite the fact that we have been working almost 90  
5 percent of our people have been working remotely. So  
6 it's -- it's been an amazingly productive period. And, of  
7 course, we've been spurred on by the terrific Executive  
8 Orders coming from the Governor.

9           So now I'll turn to the CTC and ask Chair Norton  
10 to introduce the updates from your agency.

11          CTC CHAIR NORTON: Thank you very much. I am  
12 very pleased to introduce Executive Director Mitch Weiss,  
13 who will provide those updates on behalf of the CTC.

14          CTC EXECUTIVE DIRECTOR WEISS: Good morning. I'd  
15 like to take a few minutes to update on Commission  
16 activities, touch on transportation revenue trends and to  
17 highlight a key way that our three agencies have been  
18 coordinating outside these meetings.

19          First, staff is finalizing our review of our  
20 competitive funding programs that are funded by the Road  
21 Repair and Accountability Act. We received an  
22 unprecedented amount of requests. In the Congested  
23 Corridor Program, we received twice the amount of requests  
24 than we can fund, in the local partnership program three  
25 times, and most notably in the Active Transportation

1 Program, where we received over 450 applications  
2 requesting \$2.6 billion, more than five and a half times  
3 the available funding.

4           You know, for the Active Transportation Program,  
5 we really need to find ways to increase the program's  
6 funding. It can be a critical way to get people out of  
7 their cars and help cities and counties reach their  
8 climate change goals and really improve safety for our  
9 most vulnerable travelers.

10           On November 12th, we will be announcing staff  
11 recommendations for the funding of projects in the Local  
12 Partnership Program, the Solution for Congested Corridors  
13 Program and the Trade Corridor Enhancement Program. The  
14 Commission will be adopting these in December. These  
15 programs will fund a wide variety of rail, road, transit  
16 and active transportation projects across the state. The  
17 Commission will begin adopting the Active Transportation  
18 Program in March.

19           The projects recommended for funding in the  
20 Commission's programs will support a wide variety of  
21 benefits, including economic development, the efficient  
22 movement of goods, improved safety, improved air quality  
23 and reduced greenhouse gas emissions.

24           I'd like to thank CARB and HCD staff for their  
25 contributions to the guidelines for these programs. In

1 particular, I want to highlight the creation of a land use  
2 efficiency checklist used in evaluating projects in the  
3 Solutions for Congested Corridors Program.

4 I'd also like to thank HCD staff for their  
5 assistance in evaluating housing and land-use criteria in  
6 applications, and CARB staff for their assistance in  
7 evaluating air quality and climate change criteria.

8 I'd also like to touch briefly on equity, which  
9 has been mentioned. And, you know, we've all talked  
10 before about the impact transportation has had on our  
11 communities. The Commission has undertaken internal  
12 training of all our staff related to this. We've begun  
13 the formation of a equitable -- excuse me, an equity  
14 roundtable to advise us on a couple of key issues. And we  
15 will be embarking in coordination with Caltrans and the  
16 State Transportation Agency on a series of listening  
17 sessions.

18 Next, I'd like to briefly touch on State  
19 transportation revenues. They're down. The budget  
20 forecasts them to be over the last year and this year to  
21 be down almost \$1.9 billion. And we're on track for that  
22 level of decrease due to the pandemic-induced economic  
23 crisis. You know, there are similar reductions at local  
24 levels and transit providers are really facing an  
25 existential threat that's brought on by the pandemic's

1 impact on both operations and funding. You know, we at  
2 the Commission haven't had to slow down transportation  
3 projects yet, but we certainly will without some action,  
4 without either action at the federal level to increase  
5 some funding, and some stimulus, and then perhaps a more  
6 competitive bidding environment.

7 And particularly for transit operators, they --  
8 they will not be able to improve without federal financial  
9 assistance.

10 Impacting transportation funding in the long term  
11 is our transition to zero-emission vehicles. This  
12 transition underscores the need for us to move  
13 deliberately from an excise-based funding system to a  
14 mileage-based user fee. To continue discussions in this  
15 area, the Commission's Road Charge Technical Advisory  
16 Committee will be meeting on February 5th.

17 Lastly, I would like to join the chorus of  
18 thanking Chair Nichols for her many years of leadership,  
19 which will leave a lasting remark -- mark on California,  
20 and thank you for the opportunity to give this update.

21 CARB CHAIR NICHOLS: Thank you for that. It  
22 almost makes me sorry that I told people I was going to  
23 retire, but not really. It's lovely. Thank you so much.  
24 I really -- I really do appreciate that.

25 So let's now turn then to HCD and ask Director

1 Velasquez to introduce your update.

2 HCD DIRECTOR VELASQUEZ: Thank you, Madam Chair.  
3 Well, a couple things before I turn it over to our Deputy  
4 Director. Megan Kirkeby.

5 Unprecedented levels of investments in production  
6 of affordable housing this year will cost \$2 billion. I  
7 mentioned RHNA numbers that have been distributed also for  
8 the last year and a half. Very intense work on that  
9 front. But again, we -- we have to make sure our  
10 investments in affordable housing production are smart  
11 investments, are strategic investments. So with that in  
12 mind, I want to ask Megan Kirkeby to talk a little bit  
13 more on the Prohousing Designation Program that I  
14 mentioned in my opening remarks.

15 HCD DEPUTY DIRECTOR KIRKEBY: Great. And I think  
16 you all have access to our slides.

17 Oh, awesome. Great.

18 (Thereupon a slide presentation.)

19 HCD DEPUTY DIRECTOR KIRKEBY: Well, and just to  
20 start off, I'm Megan Kirkeby, Deputy Director for Housing  
21 Policy. And, you know, I'll pile on a little bit to just  
22 also share some kudos to Chair Nichols. It's been -- I've  
23 worked on climate change and housing issues for quite a  
24 long time now. And it's -- it's always been nice that I  
25 think your leadership has taken a holistic view to an

1 incredibly difficult challenge. So we appreciate that  
2 here.

3           And I think you'll see this in the presentation,  
4 but I think one of the commonalities between the climate  
5 crisis and the housing crisis is that we need a lot of  
6 tools in our toolbox. There isn't really one silver  
7 bullet that's going to fix everything tomorrow. And so  
8 we've really, I think, unlocked, over the last three or  
9 four years, quite a few mechanisms that in concert working  
10 together really come -- come to give us a shot at this to  
11 really -- you know, there's been over 20 pieces of  
12 legislation that really work on this issue of getting  
13 housing in the right places, to resilient communities,  
14 job-rich communities, places with good schools, less  
15 pollution.

16           And then also, not just getting more housing into  
17 the right places, but removing barriers to getting that  
18 housing approved and moving -- moving the planning  
19 decisions up front, so that there still is a lot of  
20 thought and community engagement, but that those debates  
21 are happening at a high level and not project-by-project  
22 negotiations.

23           And then we've also paired that with a  
24 substantial piece of planning grants that we've never had  
25 available in this scale to our local communities going

1 into a new housing planning cycle. So nearly \$300 million  
2 in planning grants paired with a giant statewide technical  
3 assistance contract is helping each of our cities get  
4 prepared to go into this next cycle with a different  
5 mindset with a lot of the prohousing mindset you'll hear  
6 about today.

7 And then that -- we -- we want to give people  
8 that up-front chance to really do the right thing and  
9 really get to be prohousing, and then incentivize them to  
10 go beyond it. You know, the bar has moved. Those over 20  
11 pieces of legislation I talked about are not going to be  
12 without challenges. And so we do want something like the  
13 Prohousing Designation on the table to help reward people  
14 who are really going that extra mile. And, of course,  
15 it's also part of our increased authority to step in if we  
16 do see violations happening and see people not meeting  
17 that -- that bar.

18 But all of -- all of those pieces work together  
19 to really unlock opportunity. And we also need to not  
20 ignore that we have a substantial part of the state that  
21 exists in segregated concentrated areas of poverty. We  
22 can't ignore that there are many existing communities that  
23 need additional resources from us as a state. And so  
24 that's another place where Housing, along with many of our  
25 partner agencies, will need to work together on our joint



1 requirement to affirmatively further fair housing and to  
2 increase investments, community development, economic  
3 development, mitigation efforts, resiliency, truly make  
4 sure that we're not leaving -- that we're opening up  
5 access to high resource communities, but also increasing  
6 resources throughout the state.

7           So with that, I'll talk about our one piece of  
8 the puzzle we're going to talk about today, which is the  
9 Prohousing Designation. So if you could move it to the  
10 next slide.

11                           --o0o--

12           HCD DEPUTY DIRECTOR KIRKEBY: We are getting  
13 ready to release the prohousing regulations. These are --  
14 today, I'll talk about the program, the regulations, and  
15 the next steps.

16           Next slide.

17                           --o0o--

18           HCD DEPUTY DIRECTOR KIRKEBY: So this program was  
19 created out of 2019-2020 Budget Act. We started with a  
20 framework paper that we got a substantial amount of  
21 feedback on. We -- we've shared a lot of our thinking on  
22 this through webinars, gotten more feedback, additional  
23 collaborative development.

24           Next slide.

25                           --o0o--

1           HCD DEPUTY DIRECTOR KIRKEBY: Some of our  
2 collaborators have been housing developers, educational  
3 institutions, planners, a lot of conversations and input  
4 from Air Resources Board, Strategic Growth Council, Office  
5 of Planning and Research, Conservation, Coastal  
6 Commission, as well as equity and housing advocates that  
7 we've really reached out to to do some up-front work here.  
8 Builders associations, housing consultants.

9           Next slide.

10                   --o0o--

11           HCD DEPUTY DIRECTOR KIRKEBY: And so that has  
12 been an incredibly collaborative nature that we've done to  
13 create these draft regular -- or to create these  
14 regulations. But once the regulations are live, there  
15 will be additional opportunity. This can be a living  
16 program and can continue to evolve over time through  
17 feedback and regulation updates.

18           Today, I'll talk a little bit about the  
19 regulation design, the scoring, the principles, and some  
20 of the benefits that we have.

21           So next slide.

22                   --o0o--

23           HCD DEPUTY DIRECTOR KIRKEBY: So the regulations  
24 are really designed for flexibility, to be adaptable.  
25 Jurisdictions have a lot of different options to get to be

1 prohousing. So I think all of us are sort of thinking  
2 about paths to winning right now. So the Prohousing  
3 Designation has lots of paths to prohousing that a  
4 jurisdiction could embark on. And it also really tries to  
5 not just be about housing, but to be about broader State  
6 goals. And the really intersectionality of this work.

7         One of the other ideas was really to make this an  
8 achievable but effective goal. As I said, the bar is  
9 raised a lot in the past five years for local jurisdiction  
10 of just, you know, what is the minimum legal requirement  
11 to do. But the prohousing is really supposed to say what  
12 can -- where can you go from there? Can you do -- can you  
13 do better? Can you do some of the things that we know  
14 will make a difference?

15         And we think that what we've created here is an  
16 achievable but substantial game-changing program.

17         All right. Next slide.

18                 --o0o--

19         HCD DEPUTY DIRECTOR KIRKEBY: This is just to  
20 really recognize that everything you're going to see in  
21 the Prohousing Designation is about previously legislated  
22 policies. It's building on a lot of what's in statute  
23 today, but really trying to reward people for, like I  
24 said, exceeding that bar. So places where the law has  
25 changed to make it a lot more housing by-right. Like I

1 said, planning at the up-front level, so that you can kind  
2 of approve more quickly project by project.

3 This -- this unlocks some additional points for  
4 going beyond what the law requires, similarly with  
5 accessory dwelling units and other -- and other policies.

6 Next slide.

7 --o0o--

8 HCD DEPUTY DIRECTOR KIRKEBY: So the way that it  
9 will work is there's a 30-point minimum that you need to  
10 meet to be considered prohousing. And a jurisdiction will  
11 need to get one initiative at least from each category.  
12 And the categories are favorable zoning and land use,  
13 accelerating production time frames, reducing construction  
14 and development costs and providing financial subsidies.

15 So each of these requirements is something that  
16 was an objective recognized in statute, but we didn't want  
17 to leave it at just that.

18 So Next slide.

19 --o0o--

20 HCD DEPUTY DIRECTOR KIRKEBY: We also instituted  
21 principles of prohousing. So these are a lot of the ways  
22 in which I think you'll see the collaboration, between our  
23 shared goals. So, yes, it's about increasing development  
24 capacity, variety of housing types, making sure we're  
25 building inclusive communities, and saying, yes, to

1 housing. But it's also about planning consistent with  
2 State priorities. So a lot of that -- making sure that we  
3 are working on our climate change goals, working on our  
4 shared goals of protecting open space, as well as  
5 promoting equitable communities and really focusing on  
6 access -- access to communities. And then collaboration,  
7 to align policies and programs and implementation of  
8 relevant housing statutes.

9 So these are -- these are principles that  
10 underline -- underlie the prohousing program. Thank you.  
11 And so there is an enhanced scoring opportunity

12 --o0o--

13 HCD DEPUTY DIRECTOR KIRKEBY: But it does allow  
14 you to demonstrate that your policies that you're  
15 suggesting align with these principles. And you can get  
16 up to an additional point per scoring item there. And we  
17 will be enforcing compliance. So we -- we were very, very  
18 thoughtful about the -- we got a lot of questions and we  
19 really tried to address the issue of what about somebody  
20 who is doing everything that they say is prohousing, but  
21 doing something that's really antithetical to prohousing.

22 And the program is designed to really stop that  
23 in its tracks. If you are -- if you are violating housing  
24 law in some way or breaking with the -- the principles of  
25 prohousing, you cannot, in name only, be prohousing. So

1 there -- there -- there is a lot in the regulations about  
2 actions inconsistent with these -- these principles.

3 Next slide.

4 --o0o--

5 HCD DEPUTY DIRECTOR KIRKEBY: So what are the  
6 benefits of being designated prohousing? By statute,  
7 there are three programs that require prohousing points.  
8 The Affordable Housing and Sustainable Communities  
9 Program, the Transformative Climate Communities Program  
10 and the Infill Infrastructure Grant Program.

11 But there -- it is explicit in statute, and I  
12 think a good idea that prohousing expand beyond these  
13 three programs. It could be other housing programs, but  
14 could be non-housing sources. And one of the things I  
15 want to emphasize there is the idea behind prohousing is  
16 hopefully that we are bringing a jurisdiction that is  
17 doing well today up to doing exceptionally well. And the  
18 jurisdictions are going to be incentivized by different  
19 things. You know, we're a diverse state. Every city,  
20 every county cares about different things or has different  
21 needs. And so a variety of programs that have incentives  
22 is going to be more effective at moving the needle for a  
23 jurisdiction to put some of these policies in place.

24 Next slide.

25 --o0o--

1           HCD DEPUTY DIRECTOR KIRKEBY: So one of the  
2 things that is important to the team is adaptability. So  
3 that a funding program could determine the use of the  
4 Prohousing Designation. It could be that your program  
5 sets Prohousing Designation as a threshold. You know,  
6 that you have to be prohousing in order to get these  
7 dollars, whatever they may be.

8           But it could also be that -- that you get points  
9 for being prohousing or that -- that there are basically  
10 bonus points built into a program that are accessible to  
11 someone -- a jurisdiction that is designated to be  
12 prohousing.

13           You could also break it down to categories that  
14 have greater alignment with a particular program. So a  
15 jurisdiction that meets some of the more climate-related  
16 prohousing initiatives and gets to their Prohousing  
17 Designation that way or maybe doesn't get to the  
18 Prohousing Designation that way, you may still want to  
19 reward certain pieces of the prohousing criteria.

20           And you can also just focus on enhancement  
21 factors. So giving additional a points for those -- those  
22 that again maybe are doing some of the more climate  
23 related pieces of the prohousing program.

24           Next slide.

25                           --o0o--

1           HCD DEPUTY DIRECTOR KIRKEBY: So the next steps  
2 are the regulations will be published soon. I don't have  
3 an exact date for you, but they will -- they are emergency  
4 regulations. So while a great amount of collaboration  
5 went into the development of these emergency regulations,  
6 they -- they will be effective immediately upon release by  
7 the Office of Administrative Law. But then they will move  
8 through the process to move from being emergency  
9 regulations to full regulations following a public comment  
10 period, potential for additional changes following that  
11 public comment period, and move towards their adoption as  
12 permanent regulations, or non-emergency regulations  
13 rather.

14           So upon their effectiveness, even as emergency  
15 regulations, we can begin outreach and receiving  
16 applications from jurisdictions to become designated  
17 prohousing. We also then will publish a list of all those  
18 that do meet that threshold, do become prohousing  
19 jurisdictions. And like I said, it's a living -- it's a  
20 living program, so there -- there will be ongoing program  
21 development and the opportunity to -- to improve the  
22 program over time and learn from -- from our early  
23 experiences.

24           So next slide.

25           --o0o--



1 HCD DEPUTY DIRECTOR KIRKEBY: I think that's the  
2 end. Oh, yes. So I went over a lot fairly quickly there,  
3 but am -- am able to take questions and comments. And I  
4 did want to give a shout-out to Paul McDougall and DC  
5 Navarrette who are on the call, who are really the brains,  
6 the work behind this program. So they let me talk about  
7 it today, but really it's -- it's thanks to the both of  
8 them for the -- the work that's gone into this.

9 CARB CHAIR NICHOLS: Well, thank you so much for  
10 that presentation. This is really an impressive effort  
11 and I suspect a lot more went into it than you were able  
12 to cover in a --

13 HCD DEPUTY DIRECTOR KIRKEBY: Yes

14 CARB CHAIR NICHOLS: -- very short presentation.  
15 But we'll -- we'll undoubtedly be thinking about how it  
16 will apply as you move forward. And I see tremendous  
17 potential there in taking the proactive approach to trying  
18 to find an incentive to get people to do better or to  
19 document the good that they're doing, as opposed to, you  
20 know, what often is seen for all of us regulatory  
21 agencies, as, you know, the approach of just trying to  
22 figure out how to -- how to express our disapproval of  
23 places that aren't doing everything we want them to do.  
24 So it seems like it's a -- it's a good use of psychology  
25 to flip this around and I am -- I want to congratulate you

1 on this.

2 Well, I think what we should probably do at this  
3 point is move to our agenda of presentations this morning,  
4 unless anybody from the Board and Commission has a  
5 question that they want to pose or a quick comment that  
6 want to pose right now. I'll pause for just a second in  
7 case anybody wants to do that?

8 And seeing no immediate hands up, I will move to  
9 then the next phase of our agenda, which is the three  
10 separate actually presentations.

11 As all of our agencies now have this direction to  
12 work together to do more to address the joint goals of  
13 climate change, and transportation, and housing, we're  
14 going to hear presentations from three speakers who have  
15 recommendations to make as to how to strengthen the  
16 collaboration across our agencies to address these  
17 pressing problems in a more powerful way.

18 First, we're going to hear from the San Diego  
19 Association of Governments followed by a joint  
20 presentation from the Greenlining Institute and  
21 ClimatePlan. And finally, we will hear from Professor  
22 Karen Chapple from UC Berkeley.

23 And there will be time for Board members to ask  
24 questions and make comments following each of the three  
25 presentations. And then after that, we will open it up

1 for public comment.

2 So let me just remind people who are interested  
3 in public comment, if you want to make a comment, please  
4 click the raise hand button feature on Zoom or else dial  
5 star nine now and then we can call on you when we get to  
6 the public comment portion.

7 So our first speaker is Hasan Ikhata, Executive  
8 Director of the San Diego Association of Governments, also  
9 known as SANDAG. SANDAG is the leading research, planning  
10 and transportation agency for the San Diego region. Mr.  
11 Ikhata has more than 30 years of public and private  
12 transportation planning experience.

13 Prior to joining SANDAG in 2018, Mr. Ikhata  
14 worked for the Southern California Association of  
15 Governments, the Los Angeles County Metropolitan  
16 Transportation Authority, and the South Coast Air Quality  
17 Management District. So he's covered it all.

18 Mr. Ikhata is joined today by Coleen Clementson,  
19 SANDAG's Director for Regional Planning and Ray Major, the  
20 Chief Economist for SANDAG.

21 So I'll now invite Mr. Ikhata to begin his  
22 presentation.

23 (Thereupon a slide presentation.)

24 MR. IKHRATA: Thank you, Mary -- Chair Nichols.  
25 Good morning, Chair Norton, Director Velasquez, Secretary

1 Kim, Executive Officer Corey, Executive Director Mitch  
2 Weiss. Thank you very much. And if you'd move to the  
3 next slide.

4 --o0o--

5 MR. IKHRATA: Thank you very much for having us  
6 this morning. It's really an honor to speak to all of  
7 you, because combined you play such an integral role in  
8 how our State moves forward when it comes to  
9 transportation, housing, and climate change.

10 I am really pleased today to present to you  
11 SANDAG's vision for the future. And I'm equally pleased  
12 that both Supervisor Fletcher and I were honored to host  
13 Chair Norton last month in San Diego. We were honored to  
14 host Mr. Kim, Mr. Toks. And we're going to host Mitch  
15 next month. But I invite you all to come to San Diego to  
16 see the beautiful region and to really understand why  
17 we're putting forth the vision we are.

18 And this picture you're looking at right now,  
19 this is something we stole from National Geographic.  
20 Fifteen months ago they had an edition where they talked  
21 about future cities. So we stole this image and we put  
22 San Diego and we said, let us reimagine the future of  
23 transportation in San Diego. So I'm honored to be leading  
24 an amazing group of professionals here to chart actually a  
25 new way of looking at transportation. And we should never

1 look at transportation without linking it to land use and  
2 urban form. And we should be very truly looking at  
3 studies that work, regardless of how politically difficult  
4 they are.

5 I know Secretary Kim mentioned pricing. I  
6 would -- I would tell you that without pricing, any  
7 transportation study will have shortcomings. Without  
8 linkages to land use, any transportation strategy will  
9 have the shortcomings.

10 So I challenged my team here to reimagine the  
11 future of San Diego. And San Diego is an urban region of  
12 the State. And what applies here could apply in a few  
13 other places in the State. And we hope to set the tone  
14 and the example.

15 When I came here two years ago, we were about to  
16 adopt a new regional transportation plan. And I looked at  
17 it and I said what's the difference between this, and the  
18 last one, and the one before that?

19 And we decided let us pull the brakes. And we  
20 went to the State and asked legislatively for a two-year  
21 extension. And thanks to many of your help, we got that.  
22 And that has allow -- that allowed us to be here today  
23 talking to you about a new vision, a new way of  
24 reimagining the transportation system.

25 And like -- I tell this to my Board and to my

1 staff, the great artist Michelangelo once said, the  
2 greater danger for most of us lies not in setting our aim  
3 too high and falling short, but in setting our aim too low  
4 and achieving our mark.

5 So I hope, after you listen to the presentation  
6 today, you will get an understanding of why we are aiming  
7 high. That we are aiming high -- as high as we can,  
8 because I believe the future of California depends on what  
9 kind of visions we put forward for future generations,  
10 because future generations depend on us.

11 And so I will be honored now to introduce my  
12 team, our Chief Analytics, Chief Economist Ray Major and  
13 our Planning Director Coleen Clementson. At the end, I  
14 will tell you a couple of recommendations that we would  
15 like to have for you to think about. So thank you.

16 And Chair Nichols, thank you for your service.  
17 You've been an amazing person for not California but the  
18 nation. Thank you personally for, you know, looking and  
19 mentoring many of us into this field. So I don't know  
20 what retirement means to you, but we -- we'll find you.  
21 We know where you live. Thank you very much.

22 So with that, I'll turn it over to Ray Major.

23 CARB CHAIR NICHOLS: Thank you.

24 MR. MAJOR: Good morning. Next slide, please.

25 --o0o--

1           MR. MAJOR: There are really three equally  
2 important challenges that we faced when we were putting  
3 together our regional plan. We needed to solve for  
4 congestion, which is really reducing VMT. We needed to  
5 solve for social equity, and also we had to abide by all  
6 of the State and federal mandates.

7           Doing any one of those would have been relatively  
8 simple. But in order to balance all three of those and to  
9 create a system that's fair, and faster, and cleaner was  
10 really a goal that was very large, and Hasan challenged us  
11 to do this.

12           Next slide, please.

13                       --o0o--

14           MR. MAJOR: In terms of the federal mandates, we  
15 have a lot of them that we were looking at. We were  
16 looking at SB 375 and air quality. Obviously, we were  
17 looking at Title VI in compliance with the social equity  
18 goals, also CEQA, and SB 743, all to reduce VMT. And we  
19 also consulted with all of the tribes in our region. We  
20 have 17 tribal nations here in the San Diego region and we  
21 were consulting with them.

22           Next slide, please.

23                       --o0o--

24           MR. MAJOR: As we developed the plan, you know,  
25 we kept certain things in mind. For instance, we know

1 that 42 percent of greenhouse gas emissions comes from  
2 transportation and passenger vehicles, so we needed to  
3 find a way to reduce this.

4 Next slide, please.

5 --o0o--

6 MR. MAJOR: And we also needed to address climate  
7 change. We know that the sea level is expected to rise by  
8 two and a half feet by 2050, and we are a coastal region,  
9 and so this is a very big concern here obviously in San  
10 Diego and also California. And so we take this into  
11 account in our planning effort also.

12 Next slide, please.

13 --o0o--

14 MR. MAJOR: And as we spoke about the wildfires,  
15 luckily San Diego didn't suffer any major wildfires this  
16 year, but we have, in the past, suffered some incredible  
17 wildfires, and we will in the future also. SO urban  
18 planning urban and the urban form are extremely important  
19 in the way that we design the regional plan.

20 Next slide, please.

21 --o0o--

22 MR. MAJOR: And, of course, we need to protect  
23 the natural habitat that we have here in the region.

24 Next slide, please.

25 --o0o--



1           MR. MAJOR: So I'd like to talk to you a little  
2 bit now about the data and the approach that we took to  
3 Building our plan. So when Hasan came to San Diego and  
4 then took the leadership role here at SANDAG, he really  
5 challenged us to rethink, and reenvision, and really  
6 reinvent the entire transportation plan that we had done.  
7 We basically scrapped the old one and we started from  
8 scratch.

9           He wanted us to create a plan that was -- of --  
10 that was using objective data to really drive where the  
11 plan was going to go, rather than all of the pre-conceived  
12 notions that we had in terms of where infrastructure  
13 should be placed and what projects should be prioritized  
14 when. And by using the data, we allowed that to really  
15 drive our planning efforts.

16           And in the past few years, there's been such a  
17 huge revolution in data and the availability of  
18 information. For the first time ever, we were able to use  
19 big data to really to help guide our plan. And this big  
20 data was then validated by traditional statistical  
21 approaches that we've been using for -- for many, many  
22 years.

23           But what it allowed us to do is to really  
24 understand the behavior of our urban area and the billions  
25 of decisions that are made by individuals each year in

1 terms of where they're going to go each and every day in  
2 terms of transportation and really to understand our urban  
3 ecosystem. And this really allowed us to change the way  
4 we looked at planning for the future.

5 Next slide, please.

6 --o0o--

7 MR. MAJOR: Some of the things that we needed to  
8 do when we looked at the data is to really create a whole  
9 new way of looking at the data and applying it to the  
10 problem we were trying to solve. We've always looked at  
11 population densities, for instance, in terms of urban  
12 planning. And the map on the left shows you that type of  
13 information. And this map shows where the people live in  
14 San Diego by density.

15 And then the map on the right is really a new  
16 concept that we introduced here at SANDAG, which is the  
17 concept of employment centers. And that's really taking a  
18 look at where employment is concentrated in the region and  
19 then understanding how people move to those particular  
20 regions. That's one of the largest trip generators is  
21 people moving to and from their workplace. So we created  
22 this additional information to really understand how  
23 people move.

24 Next slide, please.

25 --o0o--

1           MR. MAJOR: We also needed to come up with other  
2 new ways of looking at data. Historically, we've used  
3 census data. We used it at a census tract level or a zip  
4 code level to do analysis. But those juris -- those  
5 boundaries are not equal in terms of area. And so you can  
6 have a big zip code and a small zip code or census tract.  
7 And so one of the things that we did is that we completely  
8 redid our database so that we were taking a look at the  
9 San Diego region in equal areas.

10           And so we created these quarter mile hexagons for  
11 the entire region, over 26,000 of them, that are all equal  
12 area. And then we associated data with those. So now we  
13 can compare these little areas within the region to each  
14 other, so we can look at what the population and  
15 employment is and things like that, and we can figure out  
16 what the interaction is between those polygons that we've  
17 created. And that gives us a completely new way of  
18 looking at the region.

19           Next slide, please.

20                           --o0o--

21           MR. MAJOR: I talked a little bit about big data.  
22 And big data is -- is really going to absolutely  
23 fundamentally change the way we look at transportation in  
24 the region. Historically, we've used surveys to ask  
25 people where they went, and they would fill out a diary,

1 they would send it in. Our last survey was electronic,  
2 but it was -- still it's a very small sample of what's  
3 happening. But with big data, we're able to actually  
4 capture how people move throughout the region.

5 This information that I'm showing here is how  
6 people move back and forth between the employment centers  
7 here in San Diego region. And if you take a look at the  
8 top of the map on the left, you'll see that there are  
9 three dots over there. And they really draw -- those  
10 employment centers are drawing from a localized  
11 population, and the trips are relatively short.

12 But if you move down the coast to where the  
13 darker areas are, you can see that those particular  
14 employment centers are drawing much, much larger -- a much  
15 larger radius in terms of where the trips are coming from.  
16 But in addition to that, they're creating much longer  
17 trips also. So we can start to understand how to make  
18 these critical connections.

19 Next slide, please.

20 --o0o--

21 MR. MAJOR: There were also a lot of other  
22 considerations that we had to put into our thinking as we  
23 tried to reenvision the plan. The San Diego region is  
24 home to the busiest land port in the Western Hemisphere.

25 And we needed to understand how people moved from

1 the border region throughout the San Diego area. And it  
2 was data that we didn't have in the past. We used to have  
3 information on how many people crossed the borders, but  
4 now we can actually tell where they go. And so we have a  
5 better understanding of the infrastructure that they're  
6 using to get to where they're going.

7 Another very elusive piece of information are  
8 activity centers. So things in San Diego, they would be  
9 like Mission Bay Park, or the beaches, or the zoo, or Sea  
10 World. These are areas that generate traffic, because  
11 people go to those areas, but it's very hard to capture  
12 that in a diary type survey. But using big data what  
13 we're able to do is to really understand how people are  
14 traveling to these different types of areas. And soon  
15 we'll be able to be doing that in real-time.

16 Next slide, please.

17 --o0o--

18 MR. MAJOR: The military is also a very large --  
19 has a very large presence here in the San Diego region.  
20 It's one of the largest employers. And so a lot of  
21 movement happens to get to and from those bases. But this  
22 data is very difficult for us to collect, primarily  
23 because the military doesn't give us information on where  
24 the people who work at the bases, or the enlisted military  
25 where they actually live.

1           But using cell phone data, we can get an idea --  
2 a generalized idea of how people are moving throughout the  
3 region and the length of their trips. And when you put  
4 that all together what you see is that there is a  
5 tremendous amount of data, and that's kind of shown on  
6 the -- on the right-hand side. And what we do is we use  
7 mathematics to really figure out how to optimize a  
8 transportation system for this and to meet those critical  
9 State and federal goals.

10           Next slide, please.

11                       --o0o--

12           MR. MAJOR: As we were doing that and developing  
13 a new transportation plan that really helped optimize what  
14 was happening in the San Diego region, we were getting  
15 input from the communities. We talked to 13 CBOs, which  
16 represent most of the disadvantaged communities here in  
17 the San Diego area. We held dozens of public meetings.  
18 We talked to thousands of participants. We talked to 125  
19 major employers in the San Diego region to understand what  
20 their transportation challenges and housing challenges  
21 were when they were trying to work with their work forces.

22           We worked with the EDCs, the city councils, and  
23 Hasan, Coleen and I did hundreds of presentations to  
24 public groups where we listened to them and solicited  
25 their input into the plan that we were proposing.

1           Next slide.

2                       --o0o--

3           MR. MAJOR:   Because the plan is so forward  
4 looking and it relies on technology, as Coleen is going to  
5 talk about later, what we did was we assembled a Vision  
6 Advisory Panel.   And this is a panel of industry experts  
7 in technology, in things like 5G and autonomous vehicles.  
8 The members on this visionary plan -- the Vision Advisory  
9 Panel were people from Qualcomm, from UCSD Design Labs,  
10 from Cubic Corporation, from Ford Smart Mobility and from  
11 Verizon.

12           And we vetted the plan with them also.   And we  
13 wanted to understand how technology was going to change in  
14 the next 20 years, so that we could really take advantage  
15 of that as we built our plan from the ground up.

16           So just in conclusion, what we did was we  
17 employed this data-driven approach to really solve the  
18 three problems of congestion or VMT, social equity, and  
19 State and federal mandates.   We validated that with the  
20 communities and then we validated it with experts that  
21 this actually could be done.

22           And with that, I'd like to invite up Coleen  
23 Clementson to talk about how -- what we ended up with  
24 after all of this research.

25           MS. CLEMENTSON:   Thank you.   And what a great

1 time it is for planning in California. And I think you --  
2 the State agencies represented here have brought together  
3 a tremendous amount of resources and support for us to do  
4 some of the best planning possible.

5 So the next slide.

6 --o0o--

7 MS. CLEMENTSON: As Ray pointed out and Hasan as  
8 well in his opening this has been a data-driven process.  
9 So it's the data about trip making, it's the data that  
10 we've collected from multiple community meetings, from  
11 community-based organizations, from industry leaders to  
12 make sure that we're on the right track doing something  
13 that can truly be a reenvisioning of our transportation  
14 future.

15 With all of this data, we applied the five big  
16 moves. And the real game-changer, as many of you noted in  
17 your opening remarks, is technology. Technology is what  
18 allows us to do the things we've always thought about, but  
19 actually really being able to do them.

20 Transportation on demand, clean transportation,  
21 and eventually autonomous, the three big revolutions that  
22 we hear Board Member Sperling talk about.

23 Next slide.

24 --o0o--

25 MS. CLEMENTSON: Technology also enables us to



1 really think about how we electrify our system. And Chair  
2 Nichols the -- in your opening remarks, and we know that  
3 you had a big hand in the latest Executive Order about  
4 electrifying our system, really thinking about how we use  
5 technology for inductive charging.

6 The next big move -- so the next slide --

7 --o0o--

8 MS. CLEMENTSON: -- is mobility hubs. And this  
9 is really rethinking our urban form. Focusing all of our  
10 future growth and development in existing activity  
11 centers, where we have commerce, providing mobility  
12 options in these locations. And I know, Chair Norton,  
13 this is similar to work you've been doing in the LA area  
14 as well.

15 And so how do we really rethink the urban form  
16 and make sure that these are places where people can  
17 easily walk, allows us to reduce vehicle miles traveled,  
18 bike, also helps us reduce vehicles miles traveled, and  
19 also providing opportunities for smaller shared electric  
20 vehicles to help us get around these areas.

21 And that leads us to the next slide, which we  
22 talk about the flexible fleets

23 --o0o--

24 MS. CLEMENTSON: So thinking about the smaller  
25 electric on-demand vehicles that are shared, eventually

1 autonomous, that help us maybe get between mobility hubs  
2 and help us with our smaller shorter trips.

3 That brings us to our fourth big move, which is  
4 the transit leap. And if you'd go to the next slide.

5 --o0o--

6 MS. CLEMENTSON: This is taking transit to the  
7 next level. This is for longer trips, high speed  
8 transportation in locations where people are making --  
9 several people are making similar long trips. And these  
10 are the trips between the major mobility hubs, utilizing  
11 the flexible fleets to get to and from the mobility hubs  
12 and then transit leap becomes a truly compelling option to  
13 driving alone. It's all five of these moves working  
14 together. You cannot select just one. They rely on one  
15 another and they each address the shortcomings of each  
16 other.

17 I think all of us who have been doing planning  
18 for years, transportation planning, historically we looked  
19 at, okay, where are the bottlenecks? Let's widen the  
20 roadway to address the bottlenecks, and then let's try to  
21 put some transit in that same location as an option. But  
22 it's integrating all of these together that makes it all  
23 work.

24 And then the fifth big move is optimizing the  
25 trillion dollar investment that we already have in our

1 transportation infrastructure, our existing roadways,  
2 highways, light rail and transit and making them all work  
3 maximizing the use of technology, pricing to influence  
4 behavior and policies as well that will help influence  
5 behavior.

6           So it's collectively these five big moves all  
7 working together supporting and reinforcing one another.  
8 And I think we can't stress enough how important all of  
9 this is in shaping our urban form of the future. It's  
10 that focused growth and development that ultimately will  
11 help us reduce vehicle miles traveled, allows us to focus  
12 opportunities for affordable housing and encourage  
13 affordable housing in these areas, and really improving  
14 the quality of life for all our region's residents.

15           And we actually believe that this approach of  
16 data and these five big strategies working together could  
17 be applied statewide. Hasan talked about what a beautiful  
18 place San Diego is. And I call it home. I think it's a  
19 wonderful special place as well. But we're very similar  
20 to other places throughout the state of California.

21           So the next slide --

22                               --o0o--

23           MS. CLEMENTSON: -- has several clicks and just  
24 want to kind of show how this all comes together into a  
25 bold new transportation vision. So this is a satellite

1 image of the San Diego region. I think most of you know  
2 that we are home to the busiest international border in  
3 the world. Seventeen tribal nations largely located in  
4 the rural parts of our community. Most of our urbanized  
5 areas are close to the coast within the western third of  
6 the region.

7         So we're going to go through a series of clicks  
8 here. The first one, this is really looking at the  
9 complete corridors, if you'll do a click there. Managed  
10 lanes on all of our highway corridors. And managing that  
11 through policies, technology, and pricing. The next  
12 click, this is about improvements on our rural roadways to  
13 ensure our tribal nations have equitable access, and also  
14 to ensure that we have proper evacuation routes for all of  
15 our regions' residents.

16         The next click shows the high-speed transit. So  
17 this is a fully connected high-speed network of rail,  
18 above ground, below ground. It's not competing with the  
19 automobile, except that it's faster and more frequent.  
20 But you're not -- it's not on the same corridors with the  
21 vehicle. It's separated again above ground, below ground,  
22 or in its own infrastructure.

23         The next click that shows improvements to our  
24 light rail system, a next generation of rapid bus  
25 services. Then a network of close to 40 mobility hubs,

1 that's the next click. And connecting all of this again  
2 with technology being the big game changer.

3 --o0o--

4 MS. CLEMENTSON: The next slide I just wanted to  
5 focus on something we're very proud of, which is kind of a  
6 core of this whole system is a proposed central mobility  
7 hub that would include an automated people mover to the  
8 airport. So really connecting our whole region through a  
9 high-speed network of transit with a direct connection to  
10 the airport and a high speed connection down to the  
11 border.

12 The next slide --

13 --o0o--

14 MS. CLEMENTSON: -- shows an iconic image of what  
15 this central mobility hub could be like. And many of you  
16 helped support us as we worked on legislation that will  
17 help expedite making this actually a reality in the San  
18 Diego region.

19 So the next slide.

20 --o0o--

21 MS. CLEMENTSON: Equity has been an ongoing theme  
22 here. Many of you have mentioned it. When we met with  
23 Commissioner Kehoe, this is something that she brought up  
24 with us. Board Member Takvorian has been a tireless  
25 advocate for equity. And we really see this in three

1 primary categories.

2 First of all, the minority population, that's  
3 what's shown here on the figure on the left. The darker  
4 the blue, the higher the population of minority  
5 communities. The middle is low income. So the darker the  
6 purple, the higher the concentration of low income folks.  
7 And then we also look at seniors. And so the darker the  
8 orange here on the figure on your right, the higher the  
9 population anticipated of seniors.

10 And really, I think all of us are seeing  
11 throughout the state of California, the growing senior  
12 population and the fact that 85 percent of our growth, at  
13 least in the San Diego region, and this is most likely  
14 true statewide, 85 percent of our growth to 2050 will be  
15 people over age 65. So we have to think about how  
16 different the mobility needs are.

17 Then if we go to the next click, this is really  
18 showing how mobility hubs, high-speed transit and the  
19 infrastructure we're talking about can start to connect  
20 all of these communities. So really an integral part of  
21 all of this is about equity providing upward mobility and  
22 mobility for our most vulnerable populations.

23 So the next thing -- next slide.

24 --o0o--

25 MS. CLEMENTSON: We do have a two and a half

1 minute video. And if I could ask you to play this. And  
2 then as soon -- we'll wrap up and Hasan will come back up  
3 and talk about some of our recommendations about how we  
4 can partner together, work together, to make this a  
5 reality in the San Diego region, and how we can be great  
6 partners with you to help implement some of this  
7 statewide.

8 Thank you.

9 (Thereupon a video was played.)

10 VOICEOVER: Transportation isn't just about  
11 getting us from point A to point B. It's about connecting  
12 us to each other, to our environment, to our communities,  
13 Connecting us to everything and everyone we love.

14 But congestion and the absence of alternatives  
15 are breaking these connections, creating a divide between  
16 where we are and where we want to be. We are losing time.

17 We now have the opportunity to think differently  
18 about how we connect, a chance to truly innovate. Across  
19 our region, SANDAG's bold transportation vision can  
20 accommodate the diverse demands of the entire county, as  
21 well as the unique needs of individual communities. At  
22 the border, people can be welcomed by a variety of choices  
23 to quickly get them where they want to go.

24 Roadways can be reimagined to balance space  
25 between cars and other ways of travel and shift based on

1 demand.

2 Our neighbors can enjoy new choices for getting  
3 to school, to the store and back home. Businesses can  
4 move goods more efficiently, while employees can enjoy  
5 smart alternatives to the daily commute.

6 From the edges to its center, our region can be  
7 more connected. Through thoughtful planning and careful  
8 execution, we can deliver a world class transportation  
9 system that protects our environment and strengthens our  
10 communities.

11 The regional plan may be counted in dollars or  
12 miles, but its success will be measured in time. Our  
13 biggest plans will be repaid in the smallest moments.

14 (End of video.)

15 MS. CLEMENTSON: Thank you.

16 Hasan.

17 MR. IKHRATA: Thank you, Coleen. And thank you  
18 for allowing us this opportunity.

19 --o0o--

20 MR. IKHRATA: Let me thank Coleen and Ray. And  
21 let me leave you with some recommendations. And this is  
22 going to only take a minute.

23 You are the agencies that determine pretty much  
24 the future transportation, housing, land use and climate  
25 goals. And we would love for all of you to embrace a



1 data-driven approach, which means also to provide and be  
2 partner in funding a data-driven approach that require a  
3 lot of tools, a lot of data collections that we do not  
4 have.

5 We also hope that you will embrace the linkages  
6 that we always knew, but we never actually put into  
7 action, the linkages between transportation, land use and  
8 housing. As Director Velasquez mentioned, you know, we  
9 just finished our Regional Housing Needs Assessment. And,  
10 yes, 4 of our 18 cities filed a lawsuit, because they  
11 object to the new way we're moving forward.

12 We're determined to move this region forward to  
13 link the strategies together, but we need your help.  
14 You're the State agencies that set the tone. And I hope  
15 you make that clear as we regionally try to figure this  
16 out. And I'm really honored to have here locally leaders  
17 like Supervisor Fletcher who embrace new ideas. They are  
18 politically hard in this region, but we -- we're going to  
19 give them a try. We're going to publicly debate them.

20 So I hope the State agencies come together and  
21 make a strong statement about that linkage between  
22 transportation and housing.

23 I also hope all of us, and this became clear  
24 after this awful pandemic that we're in, that we'll  
25 embrace social equity and social justice. And we

1 acknowledge the digital divide that exists in our state  
2 and our regions. And it should be no longer just checking  
3 the box. I think you should make that part of your  
4 funding decisions. You should make that part of your  
5 reviews of our plans. It's no longer check the box that  
6 we met the criteria of Title VI and we meet the criteria.  
7 But this is something we always knew, but we ignored. It  
8 is no longer enough to say I understand, but do something  
9 about the social injustices that happen every day in our  
10 regions.

11 And I also hope that you make it clear that  
12 resiliency is part of the criteria of judging our plans.  
13 You know, Chair Norton came last month and visited the Del  
14 Mar Bluff. Last winter, we were very close to cutting the  
15 services for the second busiest corridor in the country.

16 These are real things. Sea level rise, the  
17 fires, these are real stuff. This is no longer  
18 theoretical studies. And the only way to make it real are  
19 for all of your agencies to come together and says social  
20 equity, resiliency, data-driven approaches, the linkages  
21 between land use and housing, are real -- real criteria,  
22 not just checking the box.

23 I know everybody ask you for money. And I'm not  
24 here asking you for money, but I'm saying let us put the  
25 State and federal local funding together to achieve the

1 noble goals that we're trying to achieve here in  
2 California and to set the example for the rest of the  
3 world.

4 Let us align Regional Housing Needs Assessment,  
5 vehicle miles traveled, and all of these noble goals we  
6 talk with. I think your agencies have support to do that.  
7 SANDAG is ready to lead. SANDAG is ready to work with our  
8 sister agencies, with all of your agencies to actually  
9 apply what we did here to other regions and partner with  
10 you to give the right data and the right tools.

11 And with that, thank you very much again, Chair  
12 Nichols. Thank you for your service. And we now, my team  
13 and I, are -- be happy to take questions.

14 CARB CHAIR NICHOLS: Thank you so much, Hasan.  
15 This is quite an inspiring presentation. I'd like to open  
16 up the floor here and I see the first hand that's in the  
17 air is a San Diegan, Christine Kehoe. So, Chris.

18 CTC COMMISSIONER KEHOE: Thanks very much, Mary.  
19 It's wonderful to hear you -- see you Zoom-wise. And let  
20 me thank Hasan, Ray and Coleen for a great presentation,  
21 visionary as Mary said, and for spending time with me in a  
22 number of settings filling me in on the big moves.

23 And I relayed this to Coleen and Ray last week --  
24 or a few days ago. On -- and I'm glad you're focusing on  
25 transportation equity, along with these visionary, and

1 modern, and high-tech solutions to better transportation  
2 in the region.

3           And I think, you know, the overview is terrific,  
4 Hasan. You're really doing a good job. Specifically  
5 though, in the near term, especially now in the pandemic  
6 and the high unemployment, and the -- you know, the  
7 economic crisis. What do you think SANDAG should be doing  
8 with your member agencies, county government, and all the  
9 cities in the region, the military, the tribes to get real  
10 tools into the hands of the working poor, and others,  
11 students, people who are trying to reach their doctors and  
12 hospitals, you know, how can we reach low income and  
13 unbanked people with travel cards that work across all  
14 modes, are you talking to the other agencies and social  
15 services about financing those kinds of tools. For people  
16 who don't have debit and credit cards, how do we help  
17 them? So spend just a minute on that area.

18           And I just also want to thank Secretary Kim for  
19 pointing out that long commutes, vehicle miles traveled,  
20 essential workers, and military people, they are  
21 especially burdened by these issues. So take it away.

22           MR. IKHRATA: Thank you, Senator Kehoe --  
23 Commissioner Kehoe, I appreciate you as always. Just to  
24 for a start, our chief economist that you heard Ray Major  
25 have led actually in the state by presenting and

1 highlighting things we expected but we didn't know about  
2 the impact of the pandemic on the Black Americans, the  
3 communities of color, the low income.

4           So what -- what we actually started and we start  
5 to partner with other -- with other counties in  
6 Southern California led by our Supervisor Nathan Fletcher.  
7 Digital divide for example, we're trying to get the  
8 private sector, together with the government sector, to  
9 actually overcome some of the divide by doing easy stuff  
10 first. We're trying to do a lot of education in our  
11 cities about how can they, through this pandemic, provide  
12 some services to their residents that don't have access to  
13 the same thing that many rich areas do.

14           And finally, we're making it clear to everyone in  
15 the region, that social equity and social injustice are  
16 part of our transportation planning criteria, like we do  
17 greenhouse gas emissions, we do resiliency.

18           So I think SANDAG is ready to lead in that area.  
19 I think I would welcome the comment to Supervisor  
20 Fletcher, but we're really going to make significant  
21 short-term immediate things to overcome some of the  
22 pandemic things that happened here.

23           So thank you for your question.

24           CARB CHAIR NICHOLS: This is -- unfortunately, I  
25 need to sort of go back and say that Senator Kehoe did

1 exactly the right thing, which was to ask a question. I  
2 was supposed to call for questions at this point, and then  
3 after we get through the presentations, have the Board  
4 members have a broader discussion.

5 So I'll just remind my fellow Board members, and  
6 other Commissioners, and staffers from HCD that this is  
7 not the point where we really get into the meat of the  
8 discussion, but use this -- use this immediate time here  
9 just for any clarifications or questions that you have.

10 So with that, Chair Norton.

11 CTC CHAIR NORTON: Thank you. I just wanted to  
12 again commend Hasan for his team's work. It was great to  
13 see this up close and work with CARB Member Fletcher on  
14 all of the transportation items that were happening in the  
15 area.

16 I was so impressed with the data that you're  
17 collecting and working with. And I wanted to ask how  
18 you're -- you're work with the elusive concept of  
19 telecommuting and how that's affecting the work of  
20 thinking about what kinds of transportation options we  
21 should have and also getting to those issues about the  
22 broadband inequities, so that we can really keep track of  
23 the movement patterns and the additional burdens from  
24 people who can't telecommute but still are trying to  
25 reduce their carbon footprint.

1           MR. IKHRATA: Yeah. Thank you, Chair Norton. A  
2 couple of things and I'll have Ray Major elaborate. On  
3 the telecommuting, we're actually doing a survey of San  
4 Diegans to know where employers and employees. And we  
5 don't have the final results yet, but we're learning a few  
6 things, that people who telecommute tend to do actually  
7 more vehicle miles traveled than less when you take total.  
8 That's not good for greenhouse gas emissions.

9           But we're also, I think Director Velasquez  
10 mentioned that there is about 70 percent of us who work  
11 cannot telecommute. Therefore, we take into account  
12 that -- the universe of telecommuting is 30 percent, and  
13 how much of that is going to increase due to the pandemic?  
14 We're going to factor that in of course. We will talk --  
15 more of us will do it part time.

16           But at one point, this pandemic will be over.  
17 And at one point, we're going to have to deal with the  
18 future of transportation, the linkages to land use. And  
19 the linkage is in such a way that we never dealt with  
20 before.

21           On the broadband, I just very briefly, like I  
22 said, the digital divide that exists is shameful actually.  
23 It's to the point when you think 30 percent of your kids  
24 cannot access good Wifi or good broadband. We're going to  
25 have to work really hard, especially with the private

1 sector entities. I know that County of San Diego is  
2 providing funds to get tablets and get stuff fast. But  
3 the broadband is a larger issue that we have to really  
4 deal with at a broader -- Ray, you want to add anything?

5 MR. MAJOR: Sure. So in addition to the things  
6 that Hasan said, you know, a lot of the data collection  
7 that we're doing has to do with finding new sources of  
8 data that allow us to track exactly what you're saying.  
9 So we now have information where we can really tell where  
10 people are going each and every day, so not only for  
11 instance to work, but we can tell if they're going to a  
12 shopping center, which store within the shopping center  
13 they're going to. We can correlate that with credit card  
14 data that tells us how people are spending in those  
15 different regions.

16 So all of this big data analytics is starting to  
17 help us understand how people move around. And what Hasan  
18 said was very true, 30 percent of the people in San Diego  
19 can probably telecommute. And what we've seen is that  
20 even though the businesses are still shut down here in San  
21 Diego, we're back up to about 92 percent of our VMT that  
22 we had prior to the pandemic. And so what's happening is  
23 there has been a shift in the way people travel. So  
24 they're taking more discretionary trips and they're going  
25 out at lunchtime, for instance, and, you know, doing some



1 shopping and coming back home.

2           So it's not cutting down VMT. So this is -- it's  
3 important for us to continue to collect this data, because  
4 we will use it to validate our mobility hub concept, which  
5 is really land use urban design, which is really  
6 densifying the land use, putting those activities and  
7 resources close together that people need to use, so that  
8 we can shorten those trips. And so that's -- we're right  
9 now in the data collection mode. And as we move through  
10 the plan, we're going to continue to keep an eye on how  
11 this all comes together.

12           Thank you.

13           CARB CHAIR NICHOLS: Great. Board Member  
14 Mitchell.

15           CARB BOARD MEMBER MITCHELL: Good morning.

16           CARB CHAIR NICHOLS: Good morning.

17           CARB BOARD MEMBER MITCHELL: Good to see you  
18 again, Hasan.

19           MR. IKHRATA: Good to see you.

20           CARB BOARD MEMBER MITCHELL: First, I want to  
21 congratulate you on what I consider to be a brilliant and  
22 innovative approach to -- to regional transportation  
23 and -- and the justified reliance on big data.

24           I do have one concern, and I'm looking at  
25 slides -- I think it's on page 24. And, you know, I come

1 from an agency that is thinking about climate change. And  
2 I do notice on your plan that some of the very expensive  
3 kinds of travel modes in your transit leap part of your  
4 big five modes are located very close to the coastline.  
5 And we are expecting with climate change an increase in  
6 sea level rise. And so I just wondered how you had  
7 approached that and what your plans are to address that  
8 with those transit leap investments in your plan?

9 MR. IKHRATA: Thank you and good to see you,  
10 Director Mitchell. It's been a while since I see you in  
11 the LA area, but simple. We're not going to make the  
12 mistake of our predecessors who put the line just on the  
13 beach. Now, we're trying to stabilize it and spend tens  
14 of millions of dollars in State and local funding to fix  
15 it.

16 These lines will go underground inland, not on  
17 the coastline. We're going to take this very seriously.  
18 As a matter of fact, one of the things that Secretary Kim  
19 created a working group to actually move some of the  
20 tracks now inland, so we are going the sea level rise that  
21 we're talking about. So while on the map they look like  
22 in the coast, but they're not. And I want to make sure  
23 they're far enough to overcome any sea level rise that  
24 we're -- we're forecasting. But that's a great -- a great  
25 notice there, but they're not on the coast. We're

1 actually moving the Del Mar Bluff one and a half mile from  
2 the coast inland. We're looking at ways to move it and  
3 pay for potentially a tunnel to do that.

4 CARB BOARD MEMBER MITCHELL: Great. Thank you.

5 CARB CHAIR NICHOLS: Good response. I think we  
6 also had CARB Board Member Takvorian, yes and then Rocco  
7 Davis.

8 CARB BOARD MEMBER TAKVORIAN: Thank you, Chair  
9 Nichols. And thank you Hasan, and Coleen, and Ray.  
10 Fantastic presentation. And I have to say I've had the  
11 opportunity to see it previously and watch it evolve. And  
12 I would really want to congratulate you for the amazing  
13 community outreach that you did, because part of the  
14 reason I had the opportunity to see it was because we  
15 joined with community members who were given access to the  
16 presentation, and that was really, I think, unprecedented,  
17 especially for this agency, and really unprecedented in  
18 terms of transportation planning in San Diego. So I  
19 congratulate you and appreciate what you've done in the  
20 regard.

21 And I think that you heard, and is reflected in  
22 the vision, that community members, particularly in  
23 disadvantaged and environmental justice communities,  
24 really are valuing flexibility, which you've built into  
25 the plan. They really need that. Affordability is

1 critical obviously and clean transportation, zero-emission  
2 vehicles.

3           So I have -- I have two questions. I also want  
4 to say, and I don't think you showed these slides today,  
5 that I -- I know the community has really appreciated  
6 SANDAG's mapping of the COVID crisis, the incidence, and  
7 infections, and deaths, as well as putting that on a map  
8 with the hardest economically impacted communities. I  
9 think those were really, really important data points to  
10 call -- they're much more than data points, but they  
11 really are reflecting the lives of communities that are  
12 suffering so much. So I really appreciate that you really  
13 looked at that. And I know that that was part of the  
14 consideration.

15           My two questions are related to affordability.  
16 You know, what are you thinking about displacement and how  
17 transportation planning may impact displacement? And my  
18 second question is what role can the federal government,  
19 should the federal government, play in enabling us and  
20 other regions to achieve this kind of bold vision?

21           MR. IKHRATA: Thank you. And again thank you for  
22 your leadership regionally and at the State level. I  
23 appreciate your comment.

24           Let me just start with the last question.  
25 Obviously, we always look to partner with our national

1 government. And that has to happen for us to move a  
2 vision that's going to cost a lot of money, but also going  
3 to really set the -- set the tone for the rest of the  
4 nation of how we, as urban regions in a great country, in  
5 a great nation, that invested trillions of dollars in  
6 infrastructure, how can we move forward?

7 I think we're trying to say we know how in San  
8 Diego. Here is how you collect data. But unfortunately,  
9 the time was short today, we couldn't show you those maps  
10 that Ray Major and his team did, which actually was used  
11 nationally by many of the NACAA members, because the  
12 time -- you always expect something, but when you see it  
13 in actuality what you saw, I wish we could show it to you.

14 So how do we overcome the displacement, the  
15 social inequity that happened? That is what I meant when  
16 I said let us make social equity part of the criteria like  
17 we do, you know, greenhouse gas emission or congestion  
18 relief. And we're going to look -- every investment is  
19 going to look at those factors.

20 And we're going to take this seriously. It's  
21 going to be more than checking the box. But Coleen, you  
22 want to add to that?

23 So we'll make sure that social equity  
24 consideration is real, not just to say we did it.

25 CARB BOARD MEMBER TAKVORIAN: Thank you.

1 CARB CHAIR NICHOLS: Mr. Davis.

2 CARB BOARD CLERK SAKAZAKI: Commissioner Davis,  
3 if you're -- there you go.

4 CTC COMMISSIONER DAVIS: Yeah, I just unmuted --  
5 I unmuted myself. I apologize.

6 CARB CHAIR NICHOLS: There you go.

7 CTC COMMISSIONER DAVIS: My wife keeps me muted  
8 all the time, so I'm just used to being muted, so...

9 (Laughter.)

10 CTC COMMISSIONER DAVIS: First, thank you for the  
11 answer on displacement. That sort of ties into -- I think  
12 the plan that you've put together is really well done and  
13 should be a model for others to look at. The urban infill  
14 and the way you're looking at -- trying to make sure that  
15 it has the proper equity is really critical.

16 My question is is that, you know, we're hearing  
17 at least from my colleagues within my organization in New  
18 York, and in New Jersey, and in Philadelphia, where we are  
19 seeing big city flight. People with cooped up in one  
20 bedroom apartments with kids are looking to try to get to  
21 the suburbs, so that if there's another pandemic, or  
22 another lockdown, they've got a little bit of space to  
23 breathe and sort of stretch their arms and legs.

24 Are you guys having any of those sort of  
25 conversations when you're looking at how we anticipate

1 what the next move is for people post pandemic, once we've  
2 got a Dr. Fauci-approved vaccine. And just curious how  
3 that -- what, if any, thoughts have gone into that sort of  
4 thing.

5 And then I'll just close with this that -- ask  
6 for any good news, if we heard it. And CNN has just  
7 called Wisconsin for Biden, and Maine. So I don't know if  
8 everybody else is sort of following two different things  
9 here every once in a while to catch up.

10 But a great presentation. Just a little  
11 curiosity on my part.

12 MR. IKHRATA: Thank you, Mr. Davis. Thank you  
13 very much for the question.

14 I will tell you this, yes, we did hear these  
15 discussion about would the pandemic change anything moving  
16 forward and would it -- would it allow us to change a  
17 three-decade plan because of this pandemic? And premature  
18 to say one way or another. But I also remind you that  
19 many people said oh, my, God, density is the reason why  
20 people want to leave the cities.

21 I remind people that Tokyo is a very dense city  
22 in world. And they -- the pandemic didn't affect them,  
23 because of their densities, because of other measures. So  
24 we're still learning how this is going to impact us moving  
25 forward. We did consider the data we have available, but

1 it will be premature and shortsighted to base our  
2 three-decade planning on this pandemic, unless we learn  
3 more. We still don't know what the other side of COVID-19  
4 looks like.

5 But what we're finding out whether there is a  
6 movement from the city to the suburbs, vice versa, people  
7 still love to drive. And we need to reduce vehicle miles  
8 traveled and greenhouse gas emissions. And we need to  
9 figure out a very logical way to get people from A to B  
10 without driving a lot. So we're learning a lot, but  
11 that's a great question, Mr. Davis. Thank you.

12 CTC COMMISSIONER DAVIS: Thank you.

13 CARB CHAIR NICHOLS: Okay. Great.

14 That's the list of questions from the panel  
15 members.

16 So I'm going to now move on to our next  
17 presentation, which involves two speakers, who will be  
18 delivering a combined presentation. And they'll be  
19 sharing some recommended actions on transportation equity  
20 programs, and thoughts about how our agencies can use  
21 these joint meetings to help improve the alignment of  
22 State policies for achieving long-term climate, air  
23 quality, transportation, and housing goals.

24 The first speaker is Nailah Pope-Harden, policy  
25 advocate with ClimatePlan. ClimatePlan is a coalition of



1 more than 50 partners who work to improve land use and  
2 transportation planning to protect Californian's health,  
3 communities, environment and climate. And she provides  
4 policy analysis on State administrative policy funding and  
5 legislation for ClimatePlan.

6 The second speaker will then be Hana Creger,  
7 environmental equity program manager for the Greenlining  
8 Institute. Greenlining is a policy research, organizing  
9 and leadership institute working for racial and economic  
10 justice. Hana's work is focused on the intersection of  
11 transportation, climate change and economic opportunities  
12 for low income communities of color. So very relevant to  
13 this discussion.

14 And now I would like to ask these two speakers to  
15 begin their presentation.

16 MS. POPE-HARDEN: All right. Good morning,  
17 everyone. I am going to be basically doing some type of  
18 introduction for Hana who's going to provide all the meaty  
19 portions of this presentation.

20 (Laughter.)

21 CARB CHAIR NICHOLS: Okay.

22 MS. POPE-HARDEN: So Nailah Pope-Harden, policy  
23 manager at ClimatePlan. It is -- it is very exciting to  
24 be here. ClimatePlan has actually co-sponsored the  
25 legislation that created this meet -- these meetings. And

1 so it is good to see that these meetings are still moving  
2 forward. And, yeah, let me start.

3 So I have three disclaimers before I want to  
4 start. And the first is I'm just going to offer an  
5 analogy for us that's going to help kind of set the stage  
6 for conversations about equity. And this analogy would be  
7 way better served in a non-COVID world, where we are  
8 thinking about the holiday season and planning to gather  
9 with families. So as we -- as I give this presentation,  
10 please just keep that thought in the back of your head  
11 that these is -- in ideal circumstances, this analogy  
12 makes a lot more sense, when we're back to normal or  
13 whatever the new world will look like.

14 The other disclaimer that I want to make is that  
15 I am extremely biased when it comes to talking about  
16 equity. I am South Sac born and raised in a disadvantaged  
17 community. And so these conversations are not theoretical  
18 for me. I am the product of what happens when these type  
19 of meetings that we're at today are not intentional about  
20 getting to the root causes of what makes disadvantaged  
21 communities disadvantaged. So I have a little bit extra  
22 fire under me, because I, firsthand, understand the  
23 impacts of these meetings.

24 And the third disclaimer that I'm going to give  
25 is that I am not the originator of this analogy. I heard

1 it one-off. If you are the originator of this, please let  
2 me know so that I can credit you next time I give a  
3 presentation and use this analogy. I am just elaborating  
4 what I heard.

5 So let me begin. I'm titling this portion of the  
6 presentation equity is not salt. And what I mean by that  
7 is as we're thinking about gathering with our families,  
8 and creating, and possibly having some nice Thanksgiving  
9 and holiday meals, and thinking about being thankful and  
10 reflecting, a lot of our programs are treating equity the  
11 same way we treat salt. It's something you just sprinkle  
12 on your food.

13 And so currently, yeah, we sprinkle equity into  
14 programs. We hold a public participation workshop, and,  
15 you know, we sprinkle a little salt there. We think that  
16 comment periods after -- you know, comment periods on some  
17 of our plans that are already baked is like a little bit  
18 of garnish there at the end of a meal.

19 And then we sprinkle input from stakeholders  
20 throughout. But what I'm offering is that we really start  
21 to season our programs and that we need more well seasoned  
22 programs moving forward.

23 We need a fall-off-the-bone, mouth-watering,  
24 succulent, satisfying programs and policies for our  
25 communities. With the state of the world, we have climate

1 change and we have racial justice. We call for more  
2 robust succulent programs.

3           And so we aren't going to create these programs  
4 just by adding more salt. We can't create it by adding  
5 more equity, by just adding a few more public  
6 participation opportunities. We have to really dig deep  
7 into what are some of the systemic issues and reach back  
8 into our spice cabinet, to the back of our spice cabinet.  
9 And we need to add things like the paprika, the cumins,  
10 the seasoning salt, the parsleys. We need to add things  
11 like technical assistance, language access, holistic  
12 planning approaches, leveraging funds between agencies,  
13 equity advisory committees. And we need to reimagine how  
14 we're even cooking these meals to begin with.

15           It's about making sure that our meals and our  
16 programs are marinated in equity, making sure that they  
17 are basted with equity as they're cooking. It's about  
18 when the programs were done, adding the garnishment, the  
19 sauces, you know, and having equity at every portion of  
20 the planning process.

21           So like a great example is we've been working  
22 with the CTC to have an equity -- create an equity  
23 advisory committee. I want you to think of that as like  
24 having a special rub sauce, right, that's already baked in  
25 and in your cab -- already put together and in your

1 cabinet and it's just sitting there. You don't have to  
2 recreate it. It's there.

3           Anytime you go to cook a meal, you know you just  
4 pull out this equity advisory committee and they can help  
5 get whatever program it is beautifully seasoned. That's  
6 what we're offering. It's not something that has to be  
7 recreated or reinvented. It is something you have to play  
8 with the spice levels. You have to figure out how much  
9 cayenne pepper your program can withstand or how much  
10 public engagement your program can withstand.

11           So you do have to play with the levels. But once  
12 you created it, it's just something that can be sitting  
13 there that's going to make everything better.

14           And it's -- it's honestly not that much harder.  
15 It's not that hard to do. It takes time, but it's not  
16 that hard to do, because the people we're talking about  
17 engaging are not theoretical people. They're not data  
18 points on a map. What they are are people living probably  
19 in the south side or north sides of the communities we all  
20 reside in. We know where our disadvantaged communities  
21 are. We know -- the people are there.

22           They're also the people who are typically next to  
23 waste pollution sites or the people that are at the end of  
24 our transit lines. These are the people that we need to  
25 make sure that we're engaging.

1           And one of the reasons why I think it's really  
2 important to have this conversation here is because we're  
3 talking about the impacts of disadvantaged -- we can talk  
4 about the whole impacts of disadvantaged communities. We  
5 know that these communities aren't disadvantaged by one  
6 singular program or agency. It is the intersection of all  
7 of these agencies.

8           To like move the metaphor further, right, we're  
9 cooking a whole meal here. And what we can do in these  
10 meetings is a cook a whole meal. We're not just talking  
11 about one turkey at Thanksgiving. But these joint  
12 meetings are a place where we can really figure out, well,  
13 what are the sides? What do other agencies bring to the  
14 program and how can we cook a full feast for our  
15 communities?

16           And we want sides, appetizers, desserts, the  
17 seven courses, whatever they are, how do we bake those  
18 into these programs?

19           Let's see, so -- and again, don't get me wrong, I  
20 completely understand how these meetings are supposed to  
21 go, where you guys -- not -- we are baked programs, we  
22 serve them at these meetings, and then everyone kind of  
23 tastes them and says, oh, you know, it's good. You know,  
24 but maybe next time we could add a little bit of -- a  
25 little bit more spice or, you know, we had tried to add

1 hot sauce on our end to make it a little bit more to our  
2 taste. And we're playing too nice. I think it's time to  
3 just say that we have bland and dry programs that aren't  
4 nourishing us and our communities.

5 And so in South Sacramento and many other  
6 communities, we have a saying that we're eating. And it  
7 isn't the literal saying. It means that you're doing more  
8 than surviving. So if someone says, "How are you doing",  
9 you can say like, "We're eating", like we have enough. We  
10 have on our plate -- we have food on our plate and we are  
11 eating.

12 So how do we make sure that our communities eat?  
13 We cook succulent, fall-off-the-bone, hearty programs.  
14 And I am just asking that we be very intentional about not  
15 serving bland and inequitable programs anymore.

16 And so with that, I am going to pass it to Hana,  
17 who's going to give a lot more tangible ways that we can  
18 do that. But I also hope that in some ways I have made  
19 better and almost ruined the way that you cook from now  
20 on, because every time you open your spice cabinet, you  
21 will now be thinking about equity.

22 (Thereupon a slide presentation.)

23 MS. CREGER: Thank you so much, Nailah. That was  
24 fantastic. A really beautiful analogy.

25 Hi, everyone. I'm Hana Creger, program manager

1 with Greenlining Institute. And thank you for the  
2 opportunity to speak with you all today.

3 Next slide, please.

4 --o0o--

5 MS. CREGER: So Greenlining is a research and  
6 public policy non-profit. And we've been advocating for  
7 racial equity for 27 years. And we do this work because  
8 of systemic injustices like redlining, which was one of  
9 many racist public policies that led to a lack of  
10 investment and disparities in transportation, health,  
11 wealth in communities of color and particularly in black  
12 communities.

13 Next slide, please.

14 --o0o--

15 MS. CREGER: Now, as I was mentioning before, you  
16 know, in reducing GHGs and pollution, if we want everyone  
17 to have a better quality of life, particularly black and  
18 brown communities, we know that we have to also reduce  
19 VMT, because we cannot afford to have a vehicle-dependent  
20 future, even if it is electric. We need a comprehensive  
21 mobility approach that's tailored to meet the needs of  
22 different geographies, whether that's, you know, rural,  
23 suburban or urban.

24 And so that is the work of Greenlining and that  
25 should also be the perspectives of the three agencies here



1 today.

2 Next slide.

3 --o0o--

4 MS. CREGER: Now, we are in this crisis of racial  
5 injustice and climate disaster because of a broken  
6 redlined economy that is built off of extraction and  
7 exclusion. That economy was not built to meet the needs  
8 of communities of color and in fact it was explicitly  
9 designed to harm communities of color.

10 And so we are proposing a new paradigm, a  
11 greenlined economy, which you can see here on the right,  
12 because we need a system that's non-exploitative,  
13 inclusive, democratic, regenerative and that meets the  
14 needs of people who have suffered the most under our  
15 redlined economy.

16 And at the center of that is communities who have  
17 the knowledge and expertise to get us to this new  
18 paradigm. So a greenlined economy and transportation  
19 system is what's possible, but only with the help of CARB,  
20 CTC, HCD and other State and local agencies. And to get  
21 there, we have to accept a mutual responsibility and  
22 develop clear principles and strategies.

23 Next slide.

24 --o0o--

25 MS. CREGER: So these strategies include our six

1 standards for equitable investment. Every single  
2 transportation investment should emphasize anti-racist  
3 solutions, prioritize multi-sector approaches, deliver  
4 intentional benefits, build community capacity, be  
5 community driven at every stage and should establish paths  
6 towards wealth building.

7 And so now I want to share how we are actually  
8 applying these investment standards. So for the last  
9 eight months, we have been conducting an equity evaluation  
10 of a wide variety of clean mobility programs across  
11 California and across State agencies.

12 We want to uncover which clean mobility programs  
13 are actually delivering most on equity and how can we  
14 improve and expand upon them?

15 And so next, I'll share some of those programs  
16 that are getting close to upholding those standards. And  
17 the three agencies here should be playing close attention  
18 to those programs and how you all can collaborate, and  
19 partner, and co-fund them in order to collectively meet  
20 the needs of California residents, particularly  
21 low-income, disadvantaged communities and communities of  
22 color.

23 Next slide, please.

24 --o0o--

25 MS. CREGER: So Clean Mobility Options is one of

1 CARB's programs. And what's unique about it is that  
2 communities are really shaping which clean -- clean  
3 mobility options to deploy based on their needs. They are  
4 identifying how these investments will align with other  
5 sectors, such as climate adaptation, anti-displacement,  
6 and workforce development.

7 So this is a reimbursable voucher for  
8 zero-emission shared mobility, innovative transit services  
9 and more. This program funds both the planning of  
10 projects and the implementation of projects. It is  
11 targeted towards smaller, rural projects that have had  
12 more difficulty competing against larger cities for other  
13 grants. There is a set-aside for tribes and  
14 transportation needs assessments, based on the feedback  
15 from the SB 350 barriers equity process. And lastly, this  
16 program includes a bottom-up technical assistance and  
17 capacity building approach.

18 Next slide, please.

19 --o0o--

20 MS. CREGER: So the STEP Program is another CARB.  
21 And it again -- you know, in an effort to be community  
22 driven, this program funds planning activities, capacity  
23 building, community engagement. It requires some form of  
24 a needs assessment, as well as multi-sector plans for  
25 anti-displacement, climate adaptation, and workforce

1 development. This program's implementation grants are  
2 flexible, based on community needs, and are eligible not  
3 just for infrastructure, operations and public transit,  
4 but also for new mobility, and land use, and pricing  
5 approaches, which as we heard earlier is critical for this  
6 moment in reducing VMT and unsustainable land use.

7 And so these community-based solutions are  
8 actually providing the tailored transportation solutions  
9 that residents are looking for. However, to scale this  
10 up, we need so much more investment in these kinds of  
11 approaches.

12 Next slide, please.

13 --o0o--

14 MS. CREGER: So these are both CARB GGRF-funded  
15 programs. And they are both in huge demand and way  
16 oversubscribed. Low income and disadvantaged communities  
17 from across the state, urban, suburban, rural, tribal  
18 communities have put together detailed community-driven,  
19 multi-sector, clean-mobility plans and projects. These  
20 programs are also identifying metrics of success. They  
21 are collecting quantitative and qualitative data to allow  
22 for the adjustment of our clean transportation policies  
23 and practices over time.

24 And so these clean mobility projects, they are  
25 essentially ready to go. And it's a shame, because these

1 equity programs are so underfunded. For Clean Mobility  
2 Options, the needs assessment voucher was able to fund 57  
3 percent of the demand and the project implementation  
4 voucher will be able to fund around 66 percent of the  
5 demand.

6 Now STEP has even more of a dramatic funding  
7 disparity. They will only be able to fund 18 percent of  
8 the demand this year. So many communities will miss out  
9 of this opportunity because of a shortage of funding.

10 Next slide, please.

11 --o0o--

12 MS. CREGER: So the Clean Mobility Options and  
13 STEP Program I highlighted will come from this very small  
14 slice of funding called the Clean Transportation Equity  
15 incentives, which represents only 12 percent of the entire  
16 pot of CARB's Low Carbon Transportation programs. Only 12  
17 percent of those funds are specifically earmarked for low  
18 income and disadvantaged communities.

19 Yet, that 12 percent funds a wide variety of  
20 innovative, exciting, equitable mobility programs. Just a  
21 few, for example, are electrifying rural school buses and  
22 electric car sharing at affordable housing sites, and many  
23 more.

24 However, you know, we are only scratching the  
25 surface of what these programs could do for equity,

1 climate and air pollution because funding is so limited.

2 Next slide, please.

3 --o0o--

4 MS. CREGER: So ATP is one of the critical CTC  
5 programs that helps meet equity goals and broader  
6 community transportation needs. By statute, the program  
7 is supposed to dedicate 25 percent to disadvantaged  
8 communities. But in practice, the distribution funds is  
9 actually closer to 100 percent.

10 This program is multi-sector. It doesn't just  
11 fund infrastructure, but also community education and  
12 health programs. The scoring incentivizes community  
13 engagement and community driven processes. Ten percent is  
14 dedicated for small rural agencies. And so this is a  
15 fantastic program. And again, it is very underfunded and  
16 only 21 percent of applicants will receive funding this  
17 year.

18 And what's interesting is that, you know, it  
19 would be great to understand which of these programs have  
20 not been funded and why. So, for example, was there a  
21 lack of capacity. And so these are the kinds of  
22 connections that we need to make to see where other  
23 agencies may be able to step in and help fill those gaps,  
24 because it should not be the same communities reaping the  
25 same benefits.

1           You know, we need to diversify these investments  
2 to maximize benefits. And that's why these agencies have  
3 to be coordinated.

4           Next slide, please.

5                               --o0o--

6           MS. CREGER: So just to summarize, the programs  
7 that I shared are providing multi-sector approaches and  
8 intentional benefits by being community driven and meeting  
9 the needs of low income and disadvantaged communities.

10           They are funding transportation needs  
11 assessments, technical assistance and capacity building,  
12 and they are scoring projects based on the level of  
13 community partnership and engagement. And lastly, they  
14 are both reducing GHGs and VMT.

15           And so Clean Mobility Options, STEP, ATP, these  
16 programs are already in motion. Folks are familiar with  
17 them and they're excited about them. And I think it's  
18 really telling that the representatives from CARB and CTC  
19 also highlighted these exact same programs earlier. We  
20 actually did not coordinate that, but I think that clearly  
21 shows that these programs have broad support from agencies  
22 and from advocates alike.

23           And so, you know, we do not need to reinvent the  
24 wheel. We just need to get funds to these communities as  
25 fast as possible to meet our air quality, equity, and

1 climate goals. And when we talk about getting funding to  
2 communities, it is critical to be looking for these  
3 cross-agency funding opportunities and to build on our  
4 existing investments.

5 Next slide, please.

6 --o0o--

7 MS. CREGER: Now, at the same time that we  
8 continue to grow the pot, the money that we already do  
9 have must be reprioritized for equity and must be moved  
10 away from programs that continue to extend the life of  
11 fossil fuels and our dependency on single-occupancy  
12 vehicles.

13 At the same time, how we structure our programs  
14 matter. Big projects cannot be pitted against those  
15 smaller under-resourced communities. And so we need  
16 collective measures of project selection to make sure that  
17 dollars are more equitably distributed in meeting their  
18 intended benefits.

19 We also have to ensure that communities have the  
20 capacity to apply for these programs, because it's not  
21 just about being shovel ready, it's about being community  
22 ready, and ensuring that community needs are at the heart  
23 of these investments.

24 And now, you know, all of these equitable  
25 strategies that I shared today, they should be uplifted



1 throughout every single one of California's transportation  
2 investments, because to deliver meaningful clean  
3 transportation to disadvantaged communities, the scale of  
4 investment that we need is enormous.

5 We talked so much about equity. I've heard a lot  
6 about equity today and it's exciting. However, you know,  
7 our funding of transportation equity programs has to also  
8 reflect that. And right now, we are not even getting  
9 close.

10 And therefore, State agencies like CARB, CTC, HCD  
11 and others must be co-funding these programs that are  
12 showing results. And, you know, this is happening in some  
13 cases. For example, the CEC and CARB have been co-funding  
14 some projects, including on workforce development and  
15 training.

16 And so, you know, to get there, agencies should  
17 not just be collaborating with each other, but also with  
18 equity advisory committees, as Nailah mentioned, you know,  
19 who must have a role in shaping this coordination and  
20 co-funding.

21 And so, you know, in a lot of ways, we already  
22 kind of have a very solid foundation. We have the  
23 partnerships in place to make this happen. These meetings  
24 are a great example, right? But now is really the time to  
25 act. And so this is a call to action to prioritize equity

1 across all programs, but especially those that are  
2 providing critical transportation access to communities  
3 with the greatest need.

4 So thank you all so much for your time and  
5 consideration. That's everything I had. And Nailah and I  
6 are happy to answer questions.

7 CARB CHAIR NICHOLS: Okay great. Panel members,  
8 you are now welcome to ask any clarifying questions that  
9 you might have.

10 Well, I guess I'll -- okay. I'm going to call on  
11 Joe Lyou. But before I do call on Joe, I'm going to just  
12 ask a question, because I'm not sure exactly whether your  
13 preferring that -- again, this is sort of the salt versus  
14 baking in analogy, I guess. But I question -- my question  
15 is do you think that there should be separate equity  
16 advisory committees for each of the agencies' programs or  
17 do you think that for this group we should be looking to  
18 have a single group?

19 MS. POPE-HARDEN: You know, that is a great  
20 question. And I think it can be answered a few different  
21 ways. I'm going to -- it can be answered either way. I  
22 think what's really important is to make sure that equity  
23 is something that's infused at every agency, and also  
24 making sure that that coordination around equity is being  
25 coordinated between agencies as well. And so I think even

1 if each agency had separate equity advisory committees, it  
2 would be wildly important that sometimes those communities  
3 come together and can make a recommendation to this full  
4 body.

5 We also don't want to fatigue folks that are  
6 participating in this and making them have to go to  
7 multiple meetings. So it really is about what is the most  
8 fix and where we can get the most like equity bang for our  
9 buck.

10 CARB CHAIR NICHOLS: Okay. Thank you.

11 Joe Lyou.

12 CTC COMMISSIONER LYOU: Thank you, Chair Nichols.  
13 Thank you, both, for that presentation. I found it very  
14 helpful. And I think the analogy totally works, despite  
15 the fact that many of us will be having Thanksgiving with  
16 a much smaller number of family members than we normally  
17 do this year.

18 I guess my question is, you know, for what we're  
19 doing at CTC is we're -- we're kind of going down a path  
20 with the California State Transportation Agency and  
21 Caltrans on equity issues and we're waiting to hear back  
22 from advocates like you. And I'm getting a little antsy,  
23 because we haven't really didn't that yet. We're in the  
24 process of forming a roundtable advisory group that's  
25 going to then kind of figure out whether we're going to

1 have a full-time advisory group and then all this other  
2 stuff.

3 But I would like for -- to give you a little bit  
4 of an opportunity to provide us some feedback whether you  
5 think we're going in the right direction and we're  
6 approaching it too quickly, too slowly? And also, you  
7 know, I am appreciative of the fact that we're talking  
8 about equity at all of our Commission meetings now.  
9 However, I think the concrete action and substantive  
10 changes have yet to be really seen.

11 So, let me throw that out, either one of you, if  
12 you wanted to comment on how this approach is going on a  
13 transportation side. I worked a lot, many, many years ago  
14 on the Air Resources Board side of getting them down this  
15 road. And I know it's evolved over the decades. But, you  
16 know, we're kind of a little bit new to it on the  
17 transportation side. So, please.

18 MS. POPE-HARDEN: Yeah. I appreciate that  
19 question. I'm going to try and link it to my analogy,  
20 which is, I think, a lot of the conversations we've been  
21 having is about preparing the menu and a lot of  
22 communities are just salivating ready to actually eat.

23 And so we're having all of these really lofty  
24 conversations about, oh, where would we infuse equity?  
25 Oh, we did a plan and equity can go here, and we're

1 creating a roundtable that will inform an equity advisory  
2 committee, which is all just like all this menu planning,  
3 when we're really hungry and a lot of these communities  
4 are actually starving.

5 And so I want to be sensitive to the fact that I  
6 understand that this is hard and also that this is --  
7 there's a long path ahead and we'll have many missteps.  
8 But that does not mean that we can't move aggressively and  
9 we can't prioritize this.

10 And so I would say the process feels very three  
11 steps forward, two steps back, where we are, of course,  
12 making progress forward, but is it the most efficient and  
13 effective use of our time and are our communities still,  
14 you know, suffering from the negative impacts of not  
15 making a decision quick enough? Yes. So super happy that  
16 we are moving forward, but always wish that it was like at  
17 a faster pace.

18 CARB CHAIR NICHOLS: Dr. Balmes.

19 CARB BOARD MEMBER BALMES: Thank you, Chair  
20 Nichols. And I want to thank Nailah and Hana for very  
21 nice back-to-back presentations. And I also think the  
22 analogy works.

23 And I just want to emphasize something that I've  
24 learned being involved in AB 617 implementation process  
25 with leading the consultation group, which brings home --

1 brings together multiple stakeholders to try to further  
2 that process along.

3           And community engagement, which you both  
4 emphasize and was built into some of those regulatory  
5 policies that you emphasize, it's something we can't just  
6 pay lip service to. I've learned how important that is  
7 for our agency. And I -- you know, it would be true for  
8 both CTC and the Housing leadership. And so that equity  
9 advisory panel that you were talking about, it will have  
10 to involve people that can represent communities. And  
11 that's -- makes the pro -- the process more complex. It's  
12 vital to have that community engagement to really make a  
13 difference, in terms of equity, but it's something the  
14 agencies have to recognize needs investment of time as  
15 well as money. So I just want to emphasize that.

16           So it's not something we can just sprinkle on,  
17 like you said, Nailah. It's -- we have to really bake it  
18 in. And that's -- I don't think we've -- we're doing  
19 better. I think there's no question about that, but we  
20 have a long way to go in terms of, you know, getting the  
21 baked good to come out right.

22           CARB CHAIR NICHOLS: Thank you.

23           MS. CREGER: I would just add, I mean, this s  
24 just something we bring up in every conversation around  
25 community engagement. I think -- I mean, all of us are

1 constantly kind of evolving our understanding of equity.  
2 And I would challenge us is that as we're trying to hold  
3 ourselves to a higher standard of equity, I would love for  
4 us to think about how we can move away from just  
5 engagement and towards models of community decision  
6 making, and power, and self-determination, because I think  
7 what we found is that engagement depending -- it can be  
8 very varying. It can be very superficial. It can be very  
9 check the box. And so how can we expand our understanding  
10 of what an equity advisory committee could help do for  
11 these agencies.

12 CARB BOARD MEMBER BALMES: No. I'm glad you  
13 improved on what I was trying to say in terms of  
14 engagement. I totally agree. And that's what the AB 617  
15 community groups want is empowerment. And that's actually  
16 what we really need to achieve equity. I agree.

17 CARB CHAIR NICHOLS: Okay. Let's hear then from  
18 CTC Commissioner Burke and then Secretary Kim.

19 CTC COMMISSIONER BURKE: Thank you. And may I  
20 join in congratulating you and saying how much we will  
21 miss you in the future. I would just like to put in my  
22 comment in terms of a joint Committee. To me, it would  
23 have a tremendous impact on the State of California, if  
24 each one of the entities that make up this Commission  
25 could join together and share the equity issues. From my

1 standpoint, I believe that there is a real need that I  
2 have not really observed a lot of participation by -- at a  
3 Director level or Commission level of minorities in these  
4 particular Commissions. There has been some  
5 participation, some membership, but it has not been the  
6 kind of a participation that had tremendous impact.

7           So I've been on CTC for a while and my experience  
8 may be different than those who have been on the other  
9 Commissions. But I have some familiarity with those  
10 Commissions. There would be a great deal that could be  
11 gained, if there could be one joint Commission that met  
12 and shared some of the challenges. I see really  
13 tremendous challenges. And I also see that there is a  
14 great opportunity.

15           At this particular time, when everyone is at the  
16 forefront of talking about ethnic minorities'  
17 participation, you have to kind of strike while the ball  
18 is hot. And I feel very strongly that to the degree there  
19 could be a cooperation -- I don't know how long all of  
20 these groups will be meeting together. But assuming they  
21 will be meeting indefinitely in the future, I would like  
22 to see something joint that can be brought back to  
23 individual Commissions to share in terms of program and  
24 coordinate.

25           So I particularly feel that I have not seen an



1 excess of equity in terms of minorities on the Commissions  
2 and of the State of California. I look forward and I hope  
3 that this changes. And this is a great time to do the  
4 change to bring in, particularly executive level in some  
5 of these agencies and many other things, that are real  
6 challenges. This is a difficult time, but sometimes you  
7 have to use a difficult time to move forward and have  
8 innovative approaches.

9           So with that, I hope that we can look at all of  
10 these alternatives.

11           Thank you.

12           CARB CHAIR NICHOLS: Thanks for that comment.  
13 And it just reminds me that with your experience,  
14 particularly as an office holder and an elected official,  
15 that you have experience with reaching out to communities  
16 and can be helpful in terms of understanding that, you  
17 know, as was said earlier, of course, this should not be  
18 window dressing, but to make it real, to make it something  
19 that actually gets baked in, as we say, to the process.  
20 There has to be that commitment to spending the time, to  
21 actually listen, as well as to, you know, create the  
22 committees.

23           But this could be a way of really lifting up  
24 these issues and of also lifting up individuals and  
25 organizations that could be making a greater contribution

1 to our deliberations than they are right now.

2 So I really want to appreciate that comment.

3 Thank you for that.

4 We have two more hands up on my screen, Secretary  
5 Kim and then Board Member Takvorian.

6 SECRETARY KIM: Thank you very much, Chair  
7 Nichols. Hana and Nailah, excellent presentation.  
8 Greatly appreciate you highlighting the Active  
9 Transportation Program, STEP and then the other program as  
10 examples of good substantive programs that need more  
11 funding. That was the takeaway I think from your  
12 presentation.

13 I would greatly appreciate and welcome your  
14 analysis of other transportation programs that are perhaps  
15 falling short of the mark from an equity standpoint that  
16 could use some improvement. So perhaps at a future  
17 meeting of this group or a separate meeting off-line, I  
18 would love to hear your analysis and take on other  
19 transportation programs that need some improvement.

20 So thank you very much.

21 MS. CREGER: Thank you. And I can provide a  
22 little bit of a teaser here. So we're evaluating  
23 potentially over 21 different programs, quite a range of  
24 equity benefits. One of the programs that is not  
25 providing benefits to low income people, as we wished it

1 was, was the Clean Vehicle Rebate Program. And so you'll  
2 see many other of the programs that we will do in this  
3 evaluation their exact -- though the benefits are not  
4 going directly to the communities, and they're also just  
5 furthering our dependency on single-occupancy vehicles.  
6 And so those are some of the kinds of measures that we're  
7 using to evaluate overall benefits to California.

8 CARB CHAIR NICHOLS: Great. Thank you.

9 MS. POPE-HARDEN: I just want to add too that at  
10 ClimatePlan --

11 CARB CHAIR NICHOLS: Yes.

12 MS. POPE-HARDEN: -- we are working on a  
13 scorecard of some of the transportation funding programs  
14 that should be out in January that we can use to further  
15 that conversation.

16 CARB CHAIR NICHOLS: Thank you.

17 Okay. Diane Takvorian.

18 CARB BOARD MEMBER TAKVORIAN: Thank you, Chair  
19 and thank you Nailah and Hana. Really appreciated your  
20 presentation. And I love the analogy. As someone who  
21 cooks a lot, I really related to it. So I love that.

22 And I -- I want to say Nailah that I really felt  
23 that you referenced something that I think we all struggle  
24 with, which is that, you know, the mantra for the  
25 environmental justice community is that we speak for

1 ourselves. And that's something that we hold dear, and  
2 we're exhausted, and we're starving. So we really need to  
3 bake in, as Chair Nichols just said, into these programs  
4 so it -- it's something that we're -- we're not just --  
5 we're not relying on the very people who are impacted by  
6 the inequities to always be there to tell everyone what  
7 needs to get done.

8 It really needs to become part of our culture.  
9 So I'm interested in thoughts that you have about how that  
10 could occur better.

11 And I think I agree with Commissioner Burke that  
12 having people that are impacted be in decision-making  
13 roles and having control of more resources is part of the  
14 answer. And so I'd be interested in that, because I -- my  
15 last question for you is how do we get to the funding  
16 equity that I think that you're slide really -- your  
17 analysis really demonstrates that we need to get to,  
18 because it's clear that the inequity is there in our own  
19 programs across the agencies. And I think everyone is  
20 very committed to making that fundamental change.

21 Thank you.

22 MS. POPE-HARDEN: Yeah. Thank you for that  
23 question. I think in terms of some of the ways that  
24 baking it in -- some of the things that baking it in could  
25 look like, I'm just going to throw some pretty like

1 low-hanging fruit out. And then I would love to have  
2 other conversations about how we expand that. But early  
3 on, I'm thinking we have more -- we do more partnerships  
4 with CBOs. I know in other programs for -- in other  
5 agencies for certain programs and funding, you have to  
6 have a partnership with a CBO in order to apply for  
7 funding and that way you can ensure just a little bit more  
8 that community engagement is something that is happening.

9         There's like -- that's one solution, how do we  
10 make sure that we're partnering with CBOs that already in  
11 communities doing this work? How do we creating equity  
12 advisory committees, so that we don't have to drum up new  
13 people to be a part of this conversation, but we have  
14 something that is long lasting and sustainable.

15         And how do we figure out how these agency -- I  
16 mean how this group has enough power to actually impact  
17 and isn't just reacting, but can be proactive?

18         So one of the things that we offer when we ask  
19 for the equity advisory committee is can we set a list of  
20 priorities that agendas are set around? That way minimum,  
21 the discussion starts and rooted in what the community and  
22 top of mind for the communities.

23         And so is there a way for equity advisory  
24 committees to prioritize what's -- what's on agendas and  
25 what's part of the conversation, instead of the opposite

1 now, which is we're having to react to something that's  
2 already baked and cooked in. And that's the analogy where  
3 we're just trying to add like ketchup and hot sauce on our  
4 end to try and spice it up, but how do we actually like  
5 infuse it in the very beginning.

6 And then I will stop there in case Hana has  
7 anything else she would like to offer?

8 MS. CREGER: Yeah, one last thing I'll add, which  
9 I think is a pretty low-hanging fruit is, you know, how  
10 can we build the capacity of community-based organizations  
11 to have the time and ability to even participate in these  
12 equity advisory committees and providing some form of, you  
13 know, resourcing, or compensation, or something that makes  
14 it easier for folks to show up? And I think that's a very  
15 critical piece of equity is recognizing that not everyone  
16 has the time, ability, access, privilege to always show up  
17 in these spaces.

18 CARB CHAIR NICHOLS: Indeed. Thank you for that.

19 We're now going to move on to our third  
20 presentation of the morning. And I don't want to cut  
21 anybody off, but I want to remind you that we have a  
22 presentation, and more questions, and then comment period  
23 before what was supposed to be a noon lunch break. So we  
24 are running late. I don't mind going late and cutting  
25 short our lunch period, but I just think people should be

1 aware of that that's -- that's what's at stake here.

2 Now, we did have one more hand up, but it is now  
3 down. So I think we can call on our next presenter, and  
4 thank you so much to this panel. Our third and final  
5 presentation is from Professor Chapple from UC Berkeley.  
6 And just by way of introduction, she's Chair of City and  
7 Regional Planning at Berkeley. And her work involves  
8 housing, equity and anti-displacement. So directly  
9 relevant to the topics here as well. And she will be  
10 sharing some recommended approaches for promoting  
11 equitable outcomes, while meeting our housing,  
12 transportation, and climate goals.

13 Her presentation is focused on infill development  
14 and protection from displacement, which is also directly  
15 related to one of the strategies in the action plan that  
16 we're going to be moving to after the lunch break.

17 So I would now invite Dr. Chapple to begin her  
18 presentation.

19 DR. CHAPPLE: Thank you so much, Chair Nichols  
20 and all. Nice to see you all here.

21 (Thereupon a slide presentation.)

22 DR. CHAPPLE: I'm quite cognizant that I'm last  
23 thing between you and lunch, so I will speak fast.

24 I want to start by taking the opportunity to  
25 thank Chair Nichols for her leadership, which has truly

1 had global impacts. So I -- you could not have been a  
2 better Chair all these years. So just fabulous work.

3 So next -- next slide, please.

4 --o0o--

5 DR. CHAPPLE: So California is not going to meet  
6 its climate goals, unless the agencies find a way to  
7 collaborate. We need to be prohousing together and we  
8 need to be pro-transportation together. And together, we  
9 need to be pro-climate.

10 Now, there's a lot of research on this. And in  
11 most cases, I think we actually know enough to move ahead  
12 with some sensible policies, even if results are quite  
13 mixed at times.

14 I'm going to talk today about what we know about  
15 transit-oriented development, about TOD, in terms of its  
16 impact on housing and transit. Then I'll talk about some  
17 basic economics of sprawl and land, and what that means  
18 for policies. Then, I'll touch on a bunch of policies  
19 that are always on our minds in Sacramento, SB 375,  
20 upzoning, electric cars, and AFFH. And then I'll conclude  
21 with some thoughts on anti-displacement policies.

22 Next slide.

23 --o0o--

24 DR. CHAPPLE: We've supported a tremendous amount  
25 of investment in transit in California, in order to reduce



1 VMT. It's our hope that by building more TOD, we'll get  
2 more folks to drive less. The research is pretty  
3 consistent on this. Higher income people drive more and  
4 when they move to TOD, you get more VMT reduction. We  
5 also know that subsidized housing residents living in TOD  
6 areas may not be fully utilizing the transit there.

7         However, there are potential costs in terms of  
8 both VMT and life chances, if you push out low-income  
9 residents and they end up in the periphery of the region.  
10 And there are crucial co-benefits of living near transit,  
11 especially if it's a walkable area with economic  
12 opportunity.

13         So what this means is that when we think about  
14 housing near transit, we need to consider how are we going  
15 to preserve housing affordability for the residents that  
16 are there already?

17         And this is not just in subsidized housing, but  
18 also in naturally occurring affordable housing within a  
19 mile of the transit station.

20         We're going to get a bigger VMT impact, let's  
21 face it, from market rate housing. So let's focus on  
22 Building market rate housing near transit stations. But  
23 let's build subsidized housing too, on bus feeder  
24 corridors -- in -- still within access within a mile range  
25 of transit. We'll get more housing. We'll get more bang

1 for our buck if we're more strategic like this.

2 Next slide.

3 --o0o--

4 DR. CHAPPLE: In terms of displacement, we wrote  
5 the book on this. And you can download it free from MIT  
6 Press. We looked at Los Angeles, and we looked at the Bay  
7 Area, and we found that location near a transit station  
8 can lead to gentrification and displacement, but it  
9 depends. It depends. It's a story that's really about  
10 the downtown central areas of our regions. And for most  
11 suburban areas it's taken decades for displacement impacts  
12 to materialize. And then it depends on contextual  
13 factors, micro-context, how walkable is the area around  
14 the station?

15 The one thing we know, and this came up in  
16 everyone of our models, is that if you have permanently  
17 subsidized housing nearby, you have less displacement.  
18 You have more stability. In other words, a lot of what  
19 we're doing, in terms of keeping housing affordable near  
20 transit stations, a lot of it is working and we should  
21 give ourselves credit, but we should do more, because we  
22 know it works.

23 So we need more tools. Again, preserve housing  
24 affordability for existing residents, not just to build  
25 new subsidized housing but to preserve the housing we

1 have.

2 And the transit agencies need to get in -- out  
3 there aggressively, get out there in front of their  
4 (inaudible) and bank the land, not just right next to the  
5 station, but really sites within a mile of the station.

6 We've seen the joint development in LA has been  
7 very effective. And we should be doing more of that  
8 throughout -- throughout our transit areas.

9 Next slide.

10 --o0o--

11 DR. CHAPPLE: We all know that there are  
12 tremendous costs of sprawl, because it's inefficient in  
13 how it uses infrastructure and land and it leads to a lot  
14 of extra driving.

15 And I just want to make two points here. The  
16 first is that we've gotten ourselves in a bit of a pickle,  
17 in terms of how we finance infrastructure, because we're  
18 doing it through development fees that are making housing  
19 so very expensive, and we should be using instead tools,  
20 like enhanced infrastructure finance districts to build  
21 our infrastructure where we want it to go to meet our VMT  
22 goals.

23 And one other point here, even more critical  
24 right now, as a state, I do -- don't think we have come to  
25 terms with the climate-related costs of building in the

1 wildland urban interface in particular, the WUI.

2 We ask builders now to use fire-resistant  
3 materials in high-risk areas. But we are seeing some  
4 low-risk areas burning. And we have older homes that will  
5 never be upgraded. And many California homeowners are  
6 about to lose their fire insurance, and that's going to be  
7 something that in the end is going to cost the State a lot  
8 of money.

9 This is a land-use problem not just a building  
10 problem, and we're going to have to own it as a land-use  
11 problem. We need to use whatever transportation, carrots  
12 and sticks, that we have to limit development in the WUI.

13 Next slide.

14 --o0o--

15 DR. CHAPPLE: Finally, this is an easy one,  
16 because we all learned it in urban economics, land costs  
17 in the core keep going up and that's not going to change.  
18 And by the way, that dynamic is exacerbating wealth  
19 inequality. The main source of wealth for the one percent  
20 is windfall gains in land.

21 As the land in the core becomes more expensive,  
22 it becomes harder and harder for disadvantaged communities  
23 to access opportunity and to build wealth. And so that's  
24 one of the core reasons that the racial wealth gap grows  
25 bigger and bigger.

1           So it's time for an aggressive public lands  
2 strategy in California. There are enormous stocks of  
3 surplus transportation lands that we need to excess, as we  
4 say. At the same time, we need to be supporting land  
5 acquisition in the urban core in order to preserve housing  
6 affordability and accessibility. And since there is  
7 sooner or later going to be a conversation about  
8 reparations in the state, we ought to get out ahead of  
9 that. These lands give us an opportunity to think about  
10 restorative and reparative justice.

11           Next slide.

12                       --o0o--

13           DR. CHAPPLE: Now, SB 375, though we all have  
14 learned to love it, it has not had quite the impacts that  
15 were anticipated. There just haven't been enough  
16 implementation tools to really make a difference on the  
17 ground.

18           A group of Berkeley students just did a report  
19 for the Housing Transportation Workgroup under the  
20 supervision of Egon Terplan. And that report explores  
21 what the MPOs would like to see in terms of reforms. And  
22 in terms of housing, it's clear that they want new  
23 carrots, not new authorities necessarily, but new carrots  
24 to help theme meet the RHNA goals.

25           I recently surveyed California jurisdictions and

1 ADUs and zoning, and it showed that they're really  
2 constrained for capacity in terms of being more  
3 prohousing. The State needs to help.

4 And baking prohousing approaches into  
5 transportation and climate funding will be critical. MPOs  
6 need to allocate more housing to job-rich areas, but then  
7 they're also going to have to help localities meet their  
8 targets by using carrots, like funding for greening or  
9 active transportation programs investments, as we just  
10 heard about, or even just funds for training, or improving  
11 data collection under 1483.

12 The Prohousing Designation process is going to  
13 incentivize jurisdictions to grow their housing trust  
14 funds. And that's going to be fantastic. But the MPOs  
15 also need to help develop regional housing trust funds  
16 that pools all this local money into significant pots of  
17 funding that can then go towards housing production near  
18 jobs or transit.

19 Next slide.

20 --o0o--

21 DR. CHAPPLE: This overview would not be complete  
22 without talking about upzoning. We know enough now that  
23 broad brush straight -- state efforts to upzone  
24 California, even if we could pass them at the Legislature,  
25 they may actually backfire. Our work at the Turner Center

1 showed that local zoning and permitting regulations are so  
2 complex that upzoning alone is not even going to be  
3 enough, but still it is time to reform single-family  
4 zoning and address its racist legacy. I do think that the  
5 path forward lies in legislation to spur construction of  
6 missing middle housing. And this is a logical extension  
7 that will build on our fabulous successes in ADU  
8 legislation and production.

9           The survey we recently did of California  
10 jurisdictions shows that planning officials, local  
11 planners are very supportive of zoning reform that  
12 supports missing middle densification.

13           You're going to have to make sure you have  
14 anti-displacement policies in place when you -- when you  
15 do it. But it's time to target competitive transportation  
16 funding whatever we have to jurisdictions with Prohousing  
17 Designations.

18           Next slide.

19                           --o0o--

20           DR. CHAPPLE: And finally on opportunity. In the  
21 big picture, I believe that California has been overly  
22 focused on rail transit to meet its greenhouse gas  
23 reduction goals. And there are other ways to reduce  
24 greenhouse gas emissions that will be more equitable.  
25 Communities of color should not have to bear the

1 disproportionate burden of our VMT reduction goals.

2           We know that rail transit is not always the best  
3 way for low-skilled workers to reach their jobs, which  
4 tend to be dispersed through regions. Women in particular  
5 tend to be dependent on buses and cars, for instance, to  
6 get to jobs as domestic workers. Women also have  
7 complicated activity patterns, because they're responsible  
8 for child and elder care. And Evelyn Blumenberg of UCLA  
9 has dedicated her career to making this point. So 7920 is  
10 a huge opportunity to expand our investment in electric  
11 car sharing programs for low income households.

12           And I also want to think here about opportunity  
13 in terms of integrating AFFH, Affirmatively Furthering  
14 Fair Housing policy into our housing elements. We want to  
15 think very carefully about our areas of opportunity in our  
16 regions, which are mapped in our TCAC/HCD opportunity  
17 maps.

18           Maps like this, and fair housing policies  
19 generally show a lot of opportunity way out there in the  
20 suburbs. But already Director Velasquez pointed out to us  
21 that transportation costs are very, very high out there in  
22 those high opportunity areas.

23           So we need to make sure that low wage workers  
24 continue to have good access to jobs, and that means  
25 access to the urban core, and it means improving resources



1 within the high segregation areas that are in the urban  
2 core but without displacement.

3 Which brings me to my last point. Next slide.

4 --o0o--

5 DR. CHAPPLE: And so we need to confront our long  
6 legacy in planning of ignoring displacement impacts. We  
7 have a number of model anti-displacement policies that we  
8 know can work to keep communities in place, but it's time  
9 for the State to coordinate on those policies.

10 Next slide.

11 --o0o--

12 DR. CHAPPLE: This is my kind of favorite list.  
13 I'm not going to spend -- go over 40 policies right now,  
14 but this is my favorite list of anti-displacement policies  
15 that work in the very short term saving individual  
16 buildings and tenants the -- to the very long term  
17 preserving land for our grandchildren.

18 Next slide.

19 --o0o--

20 DR. CHAPPLE: Now, as it happens, you all know  
21 about these. Here is the -- a very similar list in  
22 Transformative Climate Communities Program. And in this  
23 program, communities are asked to show that they are using  
24 one or more of these programs. And it's a -- it helps  
25 them get points and get funding. This is a brilliant,

1 brilliant, brilliant idea and we need to do more of this.  
2 We need to bake this in -- into all of our programs that  
3 we implement at the State level.

4           However, a lot of these things are not under  
5 State control, so -- next slide.

6                               --o0o--

7           DR. CHAPPLE: I want to just focus on what the  
8 State can really shape in terms of anti-displacement and  
9 affordable housing strategies. And that's where public  
10 investment goes. That's where you dispose of public  
11 lands. That's how bank -- bank land, facilitate community  
12 land trusts, target affordable housing to gentrifying  
13 areas, do land value capture, et cetera.

14           These are where the State can really make a  
15 difference. And I look forward to seeing us do it all  
16 together in the future.

17           So thank you very much.

18           CARB BOARD CLERK SAKAZAKI: Oop, Chair Nichols, I  
19 think you're muted.

20           You're muted.

21           CARB CHAIR NICHOLS: Thank you. Just when you  
22 think you really have something good to say, you find out  
23 that you're on mute, but what I really just wanted to say  
24 was thank you very much.

25           And I think we should take a few more questions,

1 if there are any burning questions right now. We can also  
2 resume after lunch. There's no ironclad restriction, as  
3 far as I know, that would prevent us from -- from carrying  
4 on into -- a little bit into the -- into the afternoon,  
5 because we hear from our remaining panels, the second  
6 agenda -- on the second agenda item.

7 But if there's some burning questions right this  
8 minute, and it looks like there's two, let's take those  
9 and then -- and then call for the break.

10 Okay. Gustavo Velasquez.

11 HCD DIRECTOR VELASQUEZ: Thank you, Madam Chair.  
12 It was just a word of appreciation for Karen's  
13 presentation. I thought that was very rich. Karen, I  
14 have to say I've been meaning to touch base with you since  
15 I started here. Here's where I found you, which is great.  
16 Now, I have to put something on the calendar with you,  
17 because we need help with our opportunity maps, which are  
18 maps that will continue to help our funding decisions, and  
19 we need to make them a bit better.

20 But just on displacement, let me say this is yet  
21 again another presentation, the previous one as well, that  
22 I think helps us understand the importance of innovative  
23 approaches like this Prohousing Designation Program that  
24 we presented earlier and the opportunity to treat it as a  
25 program with incentives attached, so that we reward

1 jurisdictions that are actually moving, even on  
2 displacement, things in the right direction.

3 I mean, when you mentioned value -- land value  
4 taxation, I would add, you know, rent control, which now  
5 failed twice, but -- but some jurisdictions, you know, may  
6 find rent control as a -- as a valuable option.

7 Trust funds to support purchase of newer  
8 properties. Community land trusts, which is something  
9 that an area that is growing, especially areas that are  
10 facing rapid gentrification and displacement potential,  
11 source of income discrimination, higher density, all of  
12 these things is just the toolbox, right, that we need in  
13 areas that are gentrifying, that -- where low income  
14 residents are being displaced just a robust toolbox that  
15 are ingrained, in large part, in our Prohousing  
16 Designation regulations.

17 So I continue to, you know, call really -- it's  
18 really a call to action to think of this as actionable the  
19 steps that we can together take with CTC and CARB working  
20 in partnership.

21 And I -- I'm also going to say thank you for,  
22 Karen, for pointing out the role of our public transit  
23 entities in supporting on just the adjacent areas to rail  
24 stations, but beyond that. You know, we fought so much  
25 WMATA in Washington, D.C. I think is second or third

1 largest transit system in the country to do more, other  
2 than just next to rail stations.

3 And it took so long. It took ten years.  
4 Finally, they did it, but by the time they did it, many of  
5 those neighborhood were gone. I mean, low income  
6 residents were already, you know, displaced massively.  
7 And so it's an opportunity here for, you know, our  
8 transportation agencies to -- to help with our transit  
9 agencies across the -- across the state to ensure that  
10 they can, you know, implement also new policies to look at  
11 affordable housing above and beyond their immediate areas.

12 And I think they have a great amount of influence  
13 in doing that.

14 So thank you for calling that out. That's all

15 CARB CHAIR NICHOLS: Okay. Thank you.

16 CARB BOARD CLERK SAKAZAKI: Chair Nichols.

17 CARB CHAIR NICHOLS: Yes.

18 CARB BOARD CLERK SAKAZAKI: Sorry for  
19 interrupting. This is Ryan. Just a logistical note. We  
20 have four public commenters with their hands up. I was  
21 asking if before lunch we can hear from them just so they  
22 don't have to wait

23 CARB CHAIR NICHOLS: Yes.

24 CARB BOARD CLERK SAKAZAKI: After Supervisor  
25 Gioia.

1 CARB CHAIR NICHOLS: I think that would sensible  
2 and humane also. So we just have one more Board member  
3 with his hand up and that would be John Gioia and then we  
4 go to the public comment.

5 CARB BOARD MEMBER GIOIA: So I just wanted to  
6 acknowledge Professor Chapple's great work over the years  
7 at your center. I know we know her well in the Bay Area,  
8 and in Contra Costa, and in the East Bay. And although  
9 the work is clearly statewide and beyond -- and just to  
10 note, Karen, what I've appreciated is that, you know, you  
11 always advocate the importance of this work at all levels  
12 of government, in working together, right, whether it's a  
13 State agency, county government, city government, working  
14 with community-based organizations. And I just wanted to  
15 express appreciation. It's good to see you and look  
16 forward to continuing to see this work.

17 CARB CHAIR NICHOLS: Great.

18 Thank you. Okay. Then this will conclude this  
19 particular presentation, but we will hear from members of  
20 the public who wanted to comment on any of the  
21 presentations.

22 CARB BOARD CLERK SAKAZAKI: Thank you, Madam  
23 Chair. We have five people with their hands currently  
24 raised. Brian Wilcox, James Corless, Therese Trivedi,  
25 Chanell Fletcher, Julia Randolph and a new hand Joseph

1 Williams.

2           So if you would like to comment, please raise  
3 your hand or dial star nine now, and -- if I didn't call  
4 out your name. So I will call out -- I will activate  
5 Brian Wilcox's microphone. Please unmute yourself and you  
6 can begin.

7           MR. WILCOX: My name is Brian Wilcox. I'm the  
8 Chief Engineer of Marine BioEnergy. And Marine BioEnergy  
9 has a contract with the U.S. Department of Energy to  
10 develop a system to grow giant kelp native to California  
11 in the open ocean. This kelp would be processed by  
12 available commercial plants into carbon neutral fuels.  
13 Carbon neutral in the sense that the CO2 released in  
14 burning the fuel is reabsorbed by the kelp in equal  
15 amounts to create each next crop.

16           One attractive biofuel is bio-crude as input to  
17 the existing petrochemical infrastructure to deliver  
18 gasoline, diesel, jet fuel, et cetera. Also, kelp is  
19 easily processed into biogas to supply the existing  
20 natural gas network, and in particular, can stabilize the  
21 electrical grid by allowing existing gas-fired power  
22 plants to respond to fluctuations that inevitably will  
23 result from increased use of solar panels and wind farms.

24           The premise of marine bioenergy is that kelp will  
25 grow in the open ocean when depth cycled from the surface,

1 where it absorbs sunlight to below thermocline each night  
2 to absorb the abundant nutrients that exist there, but not  
3 at the surface.

4 Our first test of this concept was conducted in  
5 the summer of 2019 off the coast of Catalina Island. That  
6 test, performed in collaboration with the marine research  
7 facility on Catalina operated by the University of  
8 Southern California showed that kelp grew five percent per  
9 day when depth cycled while the control kelp grew only 3.5  
10 percent per day in a nearby natural kelp bed.

11 USC biologists are also part of another DOE award  
12 to catalogue the genome of giant kelp off California and  
13 create sterile hybrids that can grow much faster than  
14 native kelp. Current cost estimates are that the  
15 near-term cost to produce kelp will be well below a  
16 hundred dollars per dry metric ton with an eventual cost  
17 expected to be as low as \$25 per dry metric ton.

18 This low cost will allow the existing  
19 petrochemical and natural gas infrastructure to switch to  
20 carbon neutral biofuels seamlessly and without increase in  
21 cost.

22 To replace 10 percent of the U.S. liquid  
23 transportation fuels, we would need to cultivate an area  
24 about equal to the state of Utah. However, the Pacific  
25 Ocean has seven -- an area of 705 Utahs. It is



1 straightforward to see how to expand kelp farming to  
2 ultimately replace all fossil fuels used globally. It is  
3 similarly straightforward to accomplish this within 10 to  
4 15 years, as climate scientists have stated is essential.

5 California is ideally positioned geographically,  
6 biologically, and technologically to foster this new  
7 industry until it becomes a dominant export of the state.  
8 Banning the use of fuels based on the apparent premise  
9 that any fuel is a fossil fuel will halt this  
10 revolutionary solution to climate change.

11 Thank you very much.

12 CARB BOARD CLERK SAKAZAKI: Thank you.

13 Our next speaker James Corless. James, I have  
14 activated your microphone. You can unmute yourself and  
15 begin.

16 MR. CORLESS: Okay. Thank you. Can you hear me  
17 okay?

18 CARB BOARD CLERK SAKAZAKI: We can.

19 MR. CORLESS: Great. This is James Corless,  
20 Executive Director of the Sacramento Area Council of  
21 Governments, or SACOG.

22 Once again, really appreciate the great  
23 presentations and dialogue this morning. I want to really  
24 just put a finer point on Professor Chapple's presentation  
25 and offer us up as a bit of a poster child for the

1 challenges of trying to implement all of the State goals  
2 and State programs.

3 SACOG, the six-county MPO in the greater  
4 Sacramento region, we adopted our long-range  
5 transportation plan just last year. Hit a 19 percent  
6 greenhouse gas target. We adopted our RHNA Cycle 6. We'd  
7 hit our RHNA housing goals. But it's not enough just to  
8 have a plan, I think as all you know. We want to  
9 understand how to truly implement, how to truly make a  
10 difference on the ground in the short term, because we are  
11 in a crisis, an economic crisis, a climate crisis, and a  
12 housing crisis.

13 We've identified infrastructure, the unsexy  
14 infrastructure, water, sewer, utilities, that if we had  
15 money to do that infrastructure, we could unlock as many  
16 as 17,000 housing units, multi-family, affordable, largely  
17 suburban on old strip malls and corridors. This is a  
18 suburban inland California strategy that would also take  
19 pressure off the wildland urban interface. We have high  
20 fire risk areas in our region.

21 But here's the problem. The problem is that all  
22 the different State silos of the State funding programs do  
23 not work for what we need to achieve. They don't -- they  
24 so don't work, that we have jurisdictions who aren't even  
25 applying for the Infill Infrastructure Grant Program

1 because they know they can't compete, because they know  
2 they don't qualify based on the State guidelines, so we  
3 are really happy to see the three agencies work together.  
4 We are putting our hands up and waving furiously saying we  
5 want to be a really good regional partner, MPO partner,  
6 much as Professor Chapple said, but we are in desperate  
7 need of funding. We just don't have anymore. Really  
8 about the loss of redevelopment.

9 And we want to make Regions Rise a real thing.  
10 We want to be a pilot program to commingle some of your  
11 silos, so that we can unlock this housing potential and  
12 meet all of these goals quickly and be a pilot for the  
13 rest of inland California, which we think is desperately  
14 needed.

15 So thank you.

16 CARB BOARD CLERK SAKAZAKI: Thank you.

17 Our next speaker is Therese Trivedi. And I  
18 apologize if I mispronounce anyone's name.

19 Therese, I have activated your microphone. You  
20 can unmute yourself and begin.

21 MS. TRIVEDI: Good afternoon, everyone. Thank  
22 you. Therese Trivedi, Assistant Planning Director for the  
23 Metropolitan Transportation Commission, Association of Bay  
24 Area Governments. Thank you for the opportunity to  
25 comment on this very important discussion this morning.

1 MTC has some similar comments to fellow MPO  
2 SANDAG and SACOG, who you just heard. And with a  
3 reference to Director Velasquez's opening remarks, MTC  
4 supports the need to further line the State's goals  
5 related to climate change, VMT reduction, housing  
6 production inequity, so that regional agencies responsible  
7 for developing sustainable community strategies and RHNA  
8 can work to an all-of-the-above strategy. At present, the  
9 SCS has a primary focus on GHG reduction, where as RHNA  
10 supports multiple goals.

11 MTC supports additional and consistent alignment  
12 of State agency climate, transportation and housing  
13 policies, as well as funding priorities to achieve these  
14 State goals.

15 We also support flexibility in the way regions  
16 manage goal implementation. MTC looks forward to working  
17 with each agency to bring about greater alignment of our  
18 planning efforts and investments so that we can make  
19 advancements on all of the important goals that have been  
20 discussed this morning.

21 Thank you.

22 CARB BOARD CLERK SAKAZAKI: Thank you.

23 Our next speaker is Chanell Fletcher. And then  
24 after Chanell, we have Julia Randolph, Joseph Williams,  
25 and Helen Water-Terrinoni.

1           Chanell, I have activated your microphone. You  
2 can unmute yourself and begin.

3           MS. FLETCHER: Hello.

4           CARB BOARD CLERK SAKAZAKI: Yep, we can hear you.

5           MS. FLETCHER: Okay. Great.

6           Thank you guys so much. I want to say I'm super  
7 grateful for these meetings, and the space, and this  
8 dialogue, and these conversations. And then on the flip  
9 side, because I'm just a very transparent person, I will  
10 also say that I feel a little frustrated, because I don't  
11 feel like any of this information is necessarily new.

12           So I've been doing this work since 2009 and I  
13 feel like we've heard a lot of these points, you know,  
14 before, around like VMT and GHG. And I really appreciated  
15 both, you know, my colleagues Hana and Nailah when they  
16 were talking about equity and not sprinkling it in.

17           And I want to bring this up, because I think  
18 we're at a point where I think we need to stop necessarily  
19 just having the conversation and the dialogue, and we need  
20 to start moving to tangible actions. And so like what are  
21 we going to do with this information?

22           And I say that, because I think, you know -- you  
23 know, as Hana brought up, for example, transportation, a  
24 lot of the programs that we're seeing that are actually  
25 pushing forward equity and climate change, they're

1 underfunded and oversubscribed. And then we have these  
2 larger, you know, funded programs, like the SHOPP, the  
3 STIP, local streets and roads that were not built around  
4 equity. They weren't built around climate change. And in  
5 some ways, they probably have actually perpetuated systems  
6 of oppression against like low income communities and  
7 communities of color.

8 And we're not -- we're not addressing that issue,  
9 right? We're not looking at those programs and examining  
10 that.

11 And so when I hear, you know, James, and other  
12 MPOs talk about the silos of funding, and we need more  
13 funding, and we need more integration, I'm like, yes, and  
14 we need to have a conversation where we're actually  
15 looking at these funding pots and thinking through is this  
16 how we want to keep funding?

17 Like ClimatePlan and Greenlining honestly, I'm  
18 glad that we're doing the work to kind of like do, like,  
19 examine these programs. But I also think that's what like  
20 CARB, CTC, like Caltrans, like you guys should be doing  
21 this work.

22 And so I think that's really what I wanted to  
23 kind of -- to elevate was that we need to see more action.  
24 We need to see a coordinated plan of like what are we  
25 going to do around housing, around transportation, around

1 land use, around things like 375 to actually achieve our  
2 goals.

3 And I would say for these joint meetings  
4 particularly what are the next steps? Like, what can we  
5 as advocates, you know, get as a commitment from these  
6 three agencies of how you're going to work together, what  
7 is the action, what is the plan? And I if you can't kind  
8 of commit to that at least, I would love to kind of hear  
9 on some level, like, here is how we're moving forward to  
10 tangible action to taking this information versus again  
11 kind of just having these conversations, which although I  
12 do think they're important, I just don't think we're  
13 actually moving the needle and climate change is pressing,  
14 equity is pressing, and none of these are going to stop.

15 Thank you so much.

16 CARB CHAIR NICHOLS: I don't usually comment on  
17 comment, but I have to say stick around, okay, because  
18 that's what this afternoon's agenda is all about. This  
19 morning was just the panel presentations.

20 MS. FLETCHER: Thank you.

21 CARB CHAIR NICHOLS: Okay.

22 CARB BOARD CLERK SAKAZAKI: Thank you.

23 Our next speaker is Julia Randolph. Julia, I  
24 have activated your microphone. You can unmute yourself  
25 and begin.

1 MS. RANDOLPH: Hi. Julia Randolph with the  
2 Coalition for Clean Air. Thank you for the opportunity to  
3 speak today.

4 All Californians deserve clean mobility as it is  
5 crucial to having a decent standard of living and quality  
6 of life. Bringing clean mobility to all is also essential  
7 in achieving clean air and a stable climate. We support  
8 the recommendations and equitable investment standards  
9 shown in the Greenlining and ClimatePlan presentation. We  
10 need equity to be embedded in all programs, and our  
11 programs that already doing this well need increased  
12 funding.

13 Programs such as the Active Transportation  
14 Program and STEP and Clean Mobility Options Voucher Pilot  
15 Program already have equity embedded and are community  
16 driven. Yet, while they go above and beyond as programs,  
17 they are oversubscribed and underfunded. We need more  
18 coordination and collaboration from these agencies when it  
19 comes to funding clean mobility for our disadvantaged  
20 communities.

21 Thank you.

22 CARB BOARD CLERK SAKAZAKI: Thank you.

23 Our next speaker is Joseph Williams. I have  
24 activated your microphone. You can unmute yourself and  
25 begin.



1           Joseph Williams are you there?

2           If you are having technical issues, we have a  
3 call-in number and access code on the screen there. But  
4 for now, we will skip you and go to Helen. Helen  
5 Walter-Terrinoni. Helen, if you're -- yep. Go ahead and  
6 begin.

7           MS. WALTER-TERRINONI: Thanks, Ryan. Thank you.

8           Hi. My name is Helen Walter-Terrinoni. And I  
9 work for the Air-Conditioning, Heating, and Refrigeration  
10 Institute.

11           And I'm not sure where to insert this comment  
12 into this process. And by the way, I think this is a  
13 fantastic process. I'd love to see the agencies together  
14 to sort through how to move forward with the various  
15 important, especially climate goals.

16           The air-conditioning industry is on the verge of  
17 a transition to low global warming potential refrigerants.  
18 These are short-lived climate pollutants that will be  
19 replaced as required under SB 1383, which tells CARB that  
20 they must reduce the use of hydrofluorocarbon refrigerants  
21 by 40 percent by 2030 compared to 2013.

22           In order to enable the use of low global warming  
23 potential refrigerants, building codes need to be updated  
24 to enable the use of these alternative solutions. That  
25 has not taken place yet and it's very important that these

1 practical matters be addressed in order for -- in order  
2 for this transition to occur.

3           So I think that as you're, you know, having these  
4 conversations around how State agencies can work together,  
5 some of these practical and tedious issues that are not as  
6 exciting as lofty climate goals, but are necessary in  
7 order to achieve them, must be put on the table. So, for  
8 example, this transition requires change to these new  
9 refrigerants that have some mild lower flammability  
10 characteristics, such that some changes are needed to be  
11 made. The industry has invested more than \$7 million in  
12 research into how to safely use these alternatives,  
13 understanding that these regulations are in play all over  
14 the world and this is just something that has to be done  
15 to support the world's climate goals.

16           This change globally is worth a half a degree  
17 Celsius and has been incorporated into the Montreal  
18 Protocol of substances that deplete the ozone layer.  
19 Again, I think that it's very important for the  
20 agencies -- so the State agencies to coordinate together,  
21 to make sure that Building Code changes and other  
22 necessary requirements are enabled to transition as  
23 needed, not only for this industry but also for other  
24 important goals.

25           And again, I apologize if this is not in the

1 right flow and the right place for this comment, but I  
2 wanted to make sure that I made this remark.

3 CARB BOARD CLERK SAKAZAKI: Thank you.

4 Our next speaker is Joseph Williams. And after  
5 Joseph, we have our last commenter Mike Woodman.

6 If you wish to make a comment on these  
7 presentations, please raise your hand. This is your last  
8 call for that.

9 So Joseph, you can go ahead and unmute yourself  
10 and begin.

11 Joseph, are there you? I see you're unmuted.

12 So Joseph, if you're having -- if you're talking,  
13 we can't hear you. So if you can call into that number  
14 right there and dial star nine, that will let us know that  
15 you'll be able to speak then.

16 So we'll on move quickly to Mike Woodman. Mike,  
17 I have activated your microphone. You can unmute yourself  
18 and begin.

19 MR. WOODMAN: Chair Norton, thank you for the  
20 opportunity to comment today. Mike Woodman, Deputy  
21 Executive Director of the Nevada County Transportation  
22 Commission and Chair of the North State Super Region.

23 For those that may not be familiar with the North  
24 State Super Region, this group represents a partnership  
25 between the 16 Northern California regional transportation

1 planning agencies and metropolitan planning organizations  
2 in the north state. And it was formed to provide a  
3 unified voice when addressing State and federal  
4 transportation funding and policy decisions, and also to  
5 establish coordination of transportation planning efforts  
6 in this mega region.

7         As the state focuses on greenhouse gas reduction  
8 goals, and equity, and environmental justice in  
9 transportation planning and funding decisions, we need to  
10 ensure that there's a focus on geographic and economic  
11 equity across the state. Many of the rural areas across  
12 the State are economically disadvantaged, they lack  
13 affordable housing and are also dependent on interregional  
14 connections to access multi-modal options, employment,  
15 education, health services and are critical evacuation  
16 good movement routes.

17         Both the policy and funding de -- funding  
18 decisions going forward need to acknowledge and address  
19 the lack of investment in these areas and also understand  
20 the unique challenges and differences. The North State  
21 Super Region and Rural Counties Task Force and also the  
22 rural county representatives of California need to be  
23 meaningfully engaged by CARB, the Department of Housing  
24 and Community Development, and CalSTA to ensure that the  
25 policies and regulations don't have unintended

1 consequences, and can be effective in accomplishing the  
2 goals of the rural disadvantaged areas of the state.

3 In closing, the North State Super Region is  
4 supportive of the state's climate and housing goals and  
5 believe our input can assist in successful implementation,  
6 but we have to have a valid seat at the table.

7 I look forward to further opportunities for  
8 further engagement on addressing the challenges we face as  
9 a state. And the challenges in the rural parts of our  
10 state are unique.

11 Just one fact for you, it's -- North State Super  
12 Region only accounts for six percent of the VMT. So, you  
13 know, one-size-fits-all regulations don't work and we need  
14 to have honest conversations about what works, and does  
15 not have unintended consequences.

16 So thank you for the opportunity to comment  
17 today, and would invite CARB and HCD to participate and  
18 join us at a future meetings of the North State Super  
19 Region as well as the Rural Counties Task Force.

20 So thank you.

21 CARB BOARD CLERK SAKAZAKI: Thank you.

22 Joseph Williams has lowered his hand. I don't  
23 see a new phone number. So, Mr. Williams, if you are  
24 there, we will -- there will be additional comment periods  
25 later in the afternoon, if you wish to speak then.

1 But for now Madam Chair, that concludes the  
2 number of raised hands on this item.

3 CARB CHAIR NICHOLS: Well, very good. As always  
4 happens, we've taken a little longer, but it was a very  
5 rich discussion and very substantive comments from the  
6 public as well.

7 So at this point, we will take our lunch break.  
8 I would like to be able to resume at 1:00 o'clock. Of  
9 course, we're not going off to lunch as we used to. You  
10 know, we don't have a catered lunch. Hopefully, people  
11 can get lunch somewhere where they are and get back here  
12 again at 1:00 o'clock. Is that acceptable to the other  
13 Commissions and Directors?

14 CTC CHAIR NORTON: Yes, especially considering  
15 the heft of our agenda this afternoon, absolutely.

16 CARB CHAIR NICHOLS: Yes, exactly. All right.

17 HCD DIRECTOR VELASQUEZ: Yes, Madam Chair. Yes.

18 CARB CHAIR NICHOLS: Very good. Thank you.  
19 Without further ado then, can you leave your screens on  
20 and just mute and stop the video. It's so much easier  
21 than trying to sign back in again, if you can do that.

22 (Off record: 12:34 p.m.)

23 (Thereupon a lunch break was taken.)  
24  
25

## A F T E R N O O N   S E S S I O N

(On record: 1:14 p.m.)

CARB BOARD CLERK SAKAZAKI: Good afternoon,  
everyone. Apologies for the wait.

So, Board Member De La Torre, are you there?

CARB BOARD MEMBER DE LA TORRE: Yes.

CARB BOARD CLERK SAKAZAKI: Okay. So do you have  
all the -- are you good to go?

CARB BOARD MEMBER DE LA TORRE: Yep.

CARB BOARD CLERK SAKAZAKI: Thank you.

CARB BOARD MEMBER DE LA TORRE: Thank you.  
Welcome back, everybody. Sorry for the little bit of  
delay. We had some technical issues.

So the next item on the agenda -- and I'm  
stepping in for Mary Nichols. This next item embodies  
joint coordination between agencies focused on climate,  
transportation and housing. We heard the earlier speakers  
share their recommendations on how State agencies can do a  
better job of aligning their programs.

Now, we will hear an update about a draft action  
plan, that is being developed jointly by an interagency  
working group to support the agencies as we address some  
of those same issues. Last year, the Governor issued  
Executive Order N-19-19, which is -- which calls for  
actions from multiple State agencies to reduce greenhouse

1 gases and address climate change, including by aligning  
2 transportation spending with the State Climate Change  
3 Scoping Plan where feasible.

4           Recently, the Governor issued Executive Order  
5 N-79-20, which Mr. Corey and I both mentioned today that  
6 calls for action by multiple agencies to accelerate the  
7 use of zero-emission vehicles and to move more quickly  
8 toward California's low carbon sustainable and resilient  
9 future.

10           The California State Transportation Agency is  
11 leading an interagency working group, to develop an action  
12 plan detailing how the agencies will implement the actions  
13 called for by these Executive Orders. For the item, we  
14 will hear a presentation from Darwin Moosavi, Deputy  
15 Secretary for Environmental Policy and Housing  
16 Coordination at the California State Transportation  
17 Agency. He will discuss how this action plan is being  
18 developed.

19           After we hear the presentation, we will open it  
20 up for public comment and agency discussion.

21           I also wanted to say that from the very beginning  
22 of these joint meetings, we've talked about wanting to  
23 have an action-oriented agenda. And so this is a very  
24 important step in that direction for our joint agencies to  
25 collaborate and to really move the needle on the important



1 climate goals that we have for California.

2           So back to the public comments. If you wish to  
3 provide a comment, please kick -- click the raise hand  
4 button or dial star nine now. We will call on you when we  
5 get to the public comment portion after Mr. Moosavi is  
6 finished.

7           So I'd like to invite Mr. Moosavi to begin his  
8 presentation.

9           Mr. Moosavi.

10           (Thereupon a slide presentation.)

11           CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so  
12 much, Board Member De La Torre for that introduction and  
13 thank you to the Commission, the Board, Agency, and  
14 Department staff. Thanks for having me here today to talk  
15 about this effort.

16           As was mentioned, this presentation is on  
17 developing the Climate Action Plan for Transportation  
18 Infrastructure, which is currently under development by  
19 CalSTA and an interagency team. You know, much of the  
20 conversation this morning -- that we heard this morning  
21 was, you know, inspiring at least personally to me. You  
22 know, I think we can -- we saw how great of a commitment  
23 we have across our agencies to work on these key issues of  
24 climate and equity and how they relate to housing and  
25 transportation.

1           But, you know, we all know that at the end of the  
2 day our words are only as good as our actions. So I'm  
3 very excited to be able to share an action-oriented effort  
4 this afternoon on some of the steps we're taking to  
5 implement some of this work. You know, this effort is  
6 specifically about transportation infrastructure,  
7 investments. Which you know I think we need to  
8 acknowledge right off the bat is a key part of the  
9 solutions that we're talking about here, but also only one  
10 part of the solution.

11           So, you know, we -- obviously to meet our climate  
12 and equity goals around housing and transportation, we  
13 need other additional land-use strategies around location  
14 efficient, housing and placement of jobs as well as, you  
15 know, efforts that go beyond creating options, but also  
16 electrifying or cleaning our transportation options as  
17 well. So some of that is touched upon here, but the  
18 majority of the focus of this effort is really about  
19 leveraging those transportation infrastructure investments  
20 that we have.

21           So I'll start off by -- next slide, please.

22                           --o0o--

23           CalSTA DEPUTY SECRETARY MOOSAVI: -- by talking  
24 about, you know, why this effort -- why are we undertaking  
25 it. We've talked about this a little bit this morning,

1 but I'll very quickly reiterate some of those points.

2 Next slide.

3 --o0o--

4 CalSTA DEPUTY SECRETARY MOOSAVI: So, first off,  
5 as has been mentioned many, many times you all know that  
6 transportation is a major part of our greenhouse gas  
7 emissions. This effort is really borne out of the need  
8 for climate action. Although, it does help satisfy many  
9 other goals we have as a state.

10 Next slide.

11 --o0o--

12 CalSTA DEPUTY SECRETARY MOOSAVI: Particularly  
13 looking into the transportation sector, as was mentioned  
14 earlier today by Secretary Kim and Chair Nichols, you  
15 know, even with our ambitious new Executive Order N-79-20,  
16 we know that clean vehicles and fuels alone will not get  
17 us to our climate goals. And so VMT reduction, which is  
18 really what this effort focuses on, is a key and critical  
19 part of making sure we get there. And in addition to  
20 that, you know, it's -- this isn't just about climate,  
21 even though that's the impetus behind the effort, that VMT  
22 reduction piece I think is very necessary to make sure  
23 that the transformation that we're undergoing before  
24 climate also helps work towards reducing the inequities  
25 that we have in our transportation system. And we know

1 that we can't do that with vehicles alone.

2 Next slide.

3 --o0o--

4 CalSTA DEPUTY SECRETARY MOOSAVI: And so as was  
5 mentioned, this effort was really borne out of working to  
6 implement Executive Order N-19-19 the climate change  
7 Executive Order that came out last year. And in that  
8 Executive Order, amongst other things, there was a  
9 therefore clause specifically asking CalSTA to work  
10 towards leveraging state transportation spending to help  
11 meet state climate goals. It asked us to do this in five  
12 specific ways.

13 It wants us to work towards aligning planning and  
14 programming with objectives of the Climate Change Scoping  
15 Plan, to reduce VMT by directing investments in ways that  
16 support infill development, especially housing near jobs,  
17 to reduce congestion through innovative strategies that  
18 encourage mode shift from cars to other modes. You know,  
19 I think this is, in particular, a nod to transportation  
20 demand strategies such as pricing.

21 And it asked us to fund -- further fund  
22 infrastructure that encourages transit use, walking and  
23 biking. And, you know, important throughout all of this  
24 is making sure we do so from an equity lens. As was  
25 mentioned in the early presentations, embedding equity in

1 this work rather than it being a kind of additive on top.

2 And so mitigating for impacts on our low income  
3 communities is -- is critical. And this effort seeks to  
4 go beyond mitigation, but also, you know, looking at how  
5 we can work towards reducing those -- those disparities  
6 fundamentally in the types of projects that we're  
7 supporting.

8 Next slide.

9 --o0o--

10 CalSTA DEPUTY SECRETARY MOOSAVI: And so this  
11 Executive Order specifically mentions -- oh, and it calls  
12 out leveraging our funds. It specifically mentions \$5  
13 billion of transportation infrastructure. And so this is  
14 an illustration as to which programs we're talking about,  
15 when we mention that \$5 billion. So you see a list here,  
16 many of these programs are under the jurisdiction of the  
17 CTC. There's the transit interstate capital rail program  
18 being the one exception that is under the jurisdiction of  
19 CalSTA.

20 What's important to note about these programs is  
21 that this effort is really meant to work within the  
22 existing framework of these programs. You know, we were,  
23 as Secretary Kim mentioned, wanting to work pragmatically  
24 within the framework that SB 1 set out for us several  
25 years ago with the focus on fix it first, and then looking

1 at how we can improve these competitive programs to help  
2 meet our climate goals.

3 Next slide.

4 --o0o--

5 CalSTA DEPUTY SECRETARY MOOSAVI: And as was also  
6 mentioned, all of this work -- another reason we're  
7 undertaking it is that Executive Order N-79-20, in  
8 addition to setting ambitious ZEV goals for us as a state,  
9 it also highlighted the need for expending clean  
10 transportation options, and specifically calls out on that  
11 work and asked us as agency to work with Caltrans and the  
12 CTC in particular to come up with near-term actions for  
13 expanding those clean transportation options by July of  
14 2021.

15 Next slide.

16 --o0o--

17 CalSTA DEPUTY SECRETARY MOOSAVI: So this all  
18 takes us into -- you know, that was the need for the plan  
19 and now we're developing that plan. And so I'll quickly  
20 walk through what the developments look like -- look like  
21 so far and where we are in that process.

22 Next slide.

23 --o0o--

24 CalSTA DEPUTY SECRETARY MOOSAVI: As I mentioned  
25 at the onset and as Secretary Kim mentioned this morning,

1 this effort has really been an interagency one. You can  
2 see the various agencies within the State that have been  
3 involved. We've been doing a lot of stakeholder outreach,  
4 as I will address in a minute. But we thought it was  
5 important to start this work by working to align ourselves  
6 internally. As a State agency, you know, from my  
7 experiences working with our stakeholders, our  
8 conversations can be so much more fruitful when we, as a  
9 state, can have a common vision that we're working with  
10 our partners on versus, you know, kind of coming at things  
11 from each of our silos.

12 So we worked together to develop a draft set of,  
13 what we call, an investment framework, and ten strategies  
14 as part of that investment framework, on how we think  
15 these dollars can best be spent to align that \$5 billion  
16 with our climate goals. And that is an item that is part  
17 of your packet and we'll be discussing later here as well.  
18 And so that item became the basis of our stakeholder  
19 engagement.

20 Next slide.

21 --o0o--

22 CalSTA DEPUTY SECRETARY MOOSAVI: So the process  
23 here, I'll keep this brief, but feel free to reference  
24 this for further details of the effort that we've been  
25 undertaking. We had a good amount of early community

1 engagement -- stakeholder engagement on this effort, just  
2 having meetings with over 200 agencies and stakeholders in  
3 the spring into early summer of 2020. We then had a  
4 survey to get stakeholder feedback on our strategies and  
5 get ideas for actions, which all led into a workshop that  
6 was held in October of this year.

7 We received, you know, about 80 different agency  
8 responses to the survey totaling over 200 action items and  
9 150 additional comments on the investment framework. This  
10 was all before the workshop at which point we had  
11 break-out sessions and had over 400 people that were  
12 invited to listen in on the workshop, and over a hundred  
13 so in break-out sessions to have discussions on various  
14 topics.

15 Next slide.

16 --o0o--

17 CalSTA DEPUTY SECRETARY MOOSAVI: So what we  
18 heard in those -- in those -- out of the stakeholder  
19 engagement events, this is a list of some of the key  
20 trends and themes that we saw. Again, we heard a lot of  
21 different things, so this is just a part of a quick  
22 summary of what we heard prior to the workshops. You  
23 know, something that was mentioned -- has been mentioned  
24 throughout today that I think is fundamental to this work  
25 is improving existing guidance and requirements to ensure



1 meaningful community engagement and participation, and  
2 project planning and decision making, particularly by  
3 communities of color. You know, talking about tying our  
4 equity efforts with our climate efforts, this is the  
5 critical piece of doing that. And you know, I think, you  
6 know, it needs to kind of fundamentally shape the work  
7 that we do.

8           Advancing an intersectional and cross-sectional  
9 approach to transportation investments. It is -- it's  
10 something that folks thought was important; aligning our  
11 funding program requirements to match climate ambition was  
12 something that was asked of us; reward localities through  
13 incentives and to race to the top; continue investing in  
14 active transportation strategies; explore new or  
15 supplemental funding streams; and explore the role of CEQA  
16 in helping facilitate climate action.

17           So you'll see a lot here about, you know, the  
18 need for obviously additional funding, but also to work  
19 towards figuring out how we can incentivize sort of a  
20 greater ambition, if you will, in how we approach that  
21 funding. How do you incentivize us to kind of really kind  
22 of think out of the box and push further with what we can  
23 do with our dollars that -- our limited dollars that we  
24 have.

25           Next slide.

--o0o--

CalSTA DEPUTY SECRETARY MOOSAVI: Some additional themes that we heard coming out of the workshop that was held in October. So these are some additional ideas that have been added to the list of stakeholder feedback. We heard the need and desire to fast track projects currently in the planning phase. I think a lot of our stakeholders feel like there's a lot of great planning in more recent years that has happened on projects that align with these goals that we have here, but that there really isn't an immediate pathway to funding.

So anything we could do to move those projects kind of ahead of the line, if you will, I think is what is being asked of there. Support the case for the use roadway pricing mechanisms that result in more equitable outcomes. This was also a theme of -- an ask to the State to find ways to support local and regional jurisdictions that are looking to undertake roadway pricing, particularly in a way that works towards reducing our inequities, not exacerbating them.

Advance actions that help transit agencies recover. We heard at the workshop, and rightfully so, a great desire and need for us to look at all of this work, you know, in the framing -- the current framing of the pandemic we're in, and the economic times we're in. And,

1 you know, in particular, our transit agencies are really  
2 suffering right now, because of those impacts. And so  
3 what can we do in this plan to think about where they are  
4 and meeting them where they are in helping them recover.

5         Prioritize VMT reduction in program guidelines  
6 was something that was desired. You know, how do we look  
7 at supporting projects that really do reduce VMT. Find  
8 pathways to lift up rural projects. There's been a strong  
9 desire through this effort to make sure that not only do  
10 rural solutions not get lost, but also, you know, can we  
11 use this opportunity to really lift up rural solutions  
12 that align with climate and equity and what does that look  
13 like.

14         Leverage infrastructure funds to accelerate ZEV  
15 adoption was an area of obvious interest and connect to  
16 other essential efforts. And I mentioned this at the  
17 onset that this is just one piece of a broader puzzle.

18         Next slide.

19                 --o0o--

20         CalSTA DEPUTY SECRETARY MOOSAVI: And then this  
21 is what I called some areas of caution and places where,  
22 you know, folks want to make sure we're doing our due  
23 diligence and spending time to think about impacts as we  
24 implement this work. And this is around, you know,  
25 balancing local contacts and needs. You know,

1 understanding that we have a very diverse state with very  
2 unique regions. You know, how do we account for that as  
3 we come up with, you know, statewide programs solutions?

4           Ensure all areas of the state can benefit from  
5 realignment of funds was something that kind of related to  
6 number one is a theme that we've heard. And then consider  
7 how to address local commitments and priorities that may  
8 not align with State priorities. You know, we've heard  
9 concern that there are, in the transportation planning  
10 pipeline, which takes a very long time for projects to  
11 move through, there are commitments that have been there  
12 for years, if not decades, that may not necessarily align  
13 with these priorities. You know, how do we approach those  
14 and what's the State role in supporting those?

15           And finally, consider how changing travel  
16 behavior from the pandemic influences transportation  
17 needs. You know, this is obviously a critical piece that  
18 the folks want to make sure we're thinking of as we come  
19 up with our plan.

20           Next slide.

21                           --o0o--

22           CalSTA DEPUTY SECRETARY MOOSAVI: Right. So on  
23 this slide, if you could click one more time or -- yeah,  
24 there we go. We have -- we've come up with, as I  
25 mentioned, what we call an investment framework that is

1 intended to really guide, you know, where we're headed and  
2 the types of actions we want to take. And this framework  
3 kind of lays out the -- where we think investments should  
4 be focused. And this is provided in the packet in further  
5 detailed, but I'll cover the ten strategies -- investment  
6 strategies briefly here.

7 Next slide.

8 --o0o--

9 CalSTA DEPUTY SECRETARY MOOSAVI: So the first  
10 one is building towards an integrated statewide rail and  
11 transit network. The second one is investing in networks  
12 of safe and accessible bicycle and pedestrian  
13 infrastructure. And the third one is including investment  
14 in light-, medium- and heavy-duty zero-emission vehicle  
15 infrastructure.

16 So these three investment strategies that are  
17 also called out in EO-79-20 are areas of investment that  
18 help expand clean transportation options for Californians  
19 and something that we want to try to find ways in our  
20 action plan to really support.

21 Next slide.

22 --o0o--

23 CalSTA DEPUTY SECRETARY MOOSAVI: And then this  
24 next set - feel free to bring all seven onto the screen -  
25 are seven additional strategies in our investment

1 framework. And I call these kind of the supportive  
2 strategies. So to really make those transportation  
3 options work and make them available for folks, we have to  
4 think about all of these other pieces. And these are --  
5 these are critical to kind of meeting our goals. And I'll  
6 go over them briefly.

7         The first is, you know, making sure that as we're  
8 doing this work that we're reducing public health harms  
9 and specifically thinking about benefits to  
10 disproportionately impacted disadvantaged communities, you  
11 know, how do we target our work to reduce those  
12 disparities where they exist -- where they're the  
13 greatest.

14         Safety continues to be a very important piece as  
15 we think about our investments, particularly in reducing  
16 fatalities, many of which on our system are vulnerable on  
17 roadways, like bicyclists and pedestrians.

18         Assessing physical climate risk. We heard about  
19 this earlier this morning. But not only do we need to be  
20 focused on reducing our emissions, but we are in the  
21 middle of a climate crisis and it has arrived and we're  
22 already seeing risks to our transportation system, to our  
23 communities that we need to be working towards mitigating  
24 and addressing. And this work is -- is an important place  
25 where we could start doing that.

1 Promoting projects that don't increase passenger  
2 vehicle travel. You know, this is critical. As Secretary  
3 Kim mentioned, it really can't just be about providing  
4 options for folks, but those options need to be  
5 competitive, both from a cost and pricing cost standpoint  
6 and a time advantage standpoint. We cannot continue to  
7 make investments that further the discrepancies and  
8 continue to support and increase vehicle miles traveled,  
9 while trying to reduce them at the same time. It makes  
10 our job a lot more difficult. So being really thoughtful  
11 about how we approach projects that can increase passenger  
12 vehicle travel is an important part of this effort.

13 Promoting compact infill development with our  
14 investments. However, we can, through targeting our  
15 investments in places that can support development is  
16 important.

17 Developing a zero-emission freight transportation  
18 system. Through our work -- earlier, I mentioned, you  
19 know, the need for light-, medium- and heavy-duty vehicle  
20 infrastructure. You know, particularly thinking about how  
21 that works for freight is key here. And then doing our  
22 work while making sure we're keeping an eye towards  
23 impacts on natural and working lands and working to  
24 protect those lands and ensuring our transportation  
25 decisions don't result in conversion of those lands.

1           Next slide.

2                       --o0o--

3           CalSTA DEPUTY SECRETARY MOOSAVI: All right.

4 Well, as I've been talking through this, I'm sure you're  
5 wondering, okay, what does this look like in terms of  
6 actions? And although this is about leveraging our funds,  
7 I want to say that this is -- this goes beyond and is a  
8 lot more than just, you know, looking at program  
9 guidelines and looking for opportunities for improvements  
10 on program guidelines. Although that is a key critical  
11 piece of this effort, this really needs to be about the  
12 entire project delivery process for transportation  
13 infrastructure projects.

14           And particularly, and in my mind, as I'm a person  
15 with an urban planning background, educationally I'm  
16 biased in thinking that planning is a critical place where  
17 these conversations need to happen. It doesn't matter  
18 what kind of changes we make in programming. If we're not  
19 supporting the right type of planning to create the right  
20 pipeline of projects, you know, we're -- we're going to  
21 have a very hard time making changes.

22           So this is really kind of a long-term view of  
23 supporting better transportation infrastructure decision  
24 making kind of from the onset.

25           Next slide.



1                   --o0o--

2           CalSTA DEPUTY SECRETARY MOOSAVI:   And in terms  
3 of, you know, specific actions items, we've kind of  
4 grouped -- or thinking about things in five different  
5 areas, as to what other types of actions we can take. One  
6 are actions that align planning initiatives with this  
7 framework. We can, as mentioned, update program  
8 guidelines to strengthen alignment with this framework and  
9 climate goals. We can improve existing agency processes  
10 and practices to remove barriers and accelerate climate  
11 action. We can call for pursuing authority for new  
12 initiatives. And we can support and coordinate actions  
13 led by other sectors that are critical for the plan's  
14 success. And so calling those out connecting to those  
15 efforts is important.

16           Next slide.

17                   --o0o--

18           CalSTA DEPUTY SECRETARY MOOSAVI:   And so now I'm  
19 going to kind of quickly walk through some potential  
20 example actions, specific actions that -- ideas that we've  
21 gotten stakeholders. You know, these are just a random  
22 sampling of actions we've gotten and ideas that we've  
23 gotten from folks. I have just picked a sampling to spark  
24 discussion here, but there's plenty more that we want to  
25 think about, and -- you know, and part of our discussion

1 here would love to hear, you know, suggestions from all of  
2 you and discussion from all of you on the types of actions  
3 we should be thinking about.

4           You know, going back to Chanell Fletcher's  
5 comments earlier, you know, I do think that, you know,  
6 we're in a moment where we can look towards taking some  
7 bold actions and it's going to take bold actions to really  
8 see changes in this space. So these are, frankly, what I  
9 think are some more low-hanging fruit type actions, but  
10 very, you know, interested in hearing from all of you as  
11 to what else we should be thinking about.

12           I'll walk through these quickly. One action we  
13 can take is integrating climate risk assessment into our  
14 transportation projects, planning and implementation. A  
15 way we could do this is by developing a climate risk  
16 assessment, planning guide that would be used by Caltrans  
17 in looking at transportation projects within their  
18 investments.

19           Another area that we can tackle is looking to  
20 align our State-sponsored transportation projects with the  
21 Action Plan Investment Framework. So for those of you who  
22 are familiar with these transportation investments,  
23 you'll -- you know that not only do we get applications  
24 from local and regional governments, but Caltrans, as a  
25 State agency, often either co-sponsors or applies for

1 funds.

2 And so Caltrans could potentially work towards  
3 focusing their investments or their project applications  
4 on projects that really hold up our framework that we've  
5 laid out here today. Another area of interest that folks  
6 have had is creating new mechanisms to mitigate increases  
7 in VMT from transportation projects. So this is really  
8 about looking towards SB 743 implementation under CEQA and  
9 what can the State do to support mitigation efforts in  
10 that space?

11 You know, we can potentially explore the creation  
12 of statewide VMT mitigation banking to assist with  
13 implementation of that.

14 Next slide.

15 --o0o--

16 CalSTA DEPUTY SECRETARY MOOSAVI: This was, you  
17 know, mentioned earlier, but the State can play a role in  
18 supporting local and regional governments and pursuing  
19 pricing strategies. Particularly, I think there's a need  
20 to study legislative and administrative opportunities and  
21 barriers of pricing to make a supportive case and clear  
22 the pathway for those solutions to be able to use -- be  
23 used at a local and regional level. There's currently a  
24 lot of barriers to their use, so that's an area we could  
25 focus.

1           We can champion a coordinated transit recovery  
2 response, whether this focuses on -- on just State-related  
3 investments or also leveraging any federal opportunities  
4 that may arise. You know, that could be an effort that we  
5 undertake together.

6           And then finally leveraging existing interagency  
7 working groups and planning efforts to focus on  
8 zero-emission freight investments. Now, how do we bring  
9 the various disparate activities in this space together  
10 and think about how we leverage transportation  
11 infrastructure investments in particular in thinking about  
12 zero-emission freight.

13           All right. And with that, I will offer some very  
14 quick next steps --

15                               --o0o--

16           CalSTA DEPUTY SECRETARY MOOSAVI: -- and then  
17 would love to open it up for discussion.

18           So from here, we will be taking the stakeholder  
19 feedback that we received from the workshops thus far, as  
20 well as feedback that we here today working towards  
21 putting together a draft action plan that we hope to  
22 release in early 2021.

23           And thereafter we'll be holding an additional  
24 workshop with a comment period, once that draft is  
25 released, that get feedback from your stakeholders on that

1 draft plan before finalizing that plan with a targeted  
2 adoption date of next spring.

3 So with that, I would love to turn it back to you  
4 all for a discussion and happy to take any questions.

5 CARB CHAIR NICHOLS: Well, thank you so much.  
6 That was a very detailed description of some of the areas  
7 that you are at least contemplating taking on as part of  
8 the development of and actual plan itself. So that seems  
9 to me to provide a lot of room for thought. I think on  
10 this item, the staff had suggested that we let the public  
11 comment first and then get into a fuller Board discussion  
12 about what to do next, since it's really on us.

13 So, Ryan, can you tell us how we're doing in  
14 terms of public commenting?

15 CARB BOARD CLERK SAKAZAKI: Sure. So we  
16 currently have two people -- now three people with their  
17 hands raised. Will Barrett, Patricia Chen, and Julia  
18 Randolph. If you wish to comment at this time, please  
19 raise your hand or dial star nine now, if you didn't hear  
20 your name. So we'll go ahead and start with Will. I have  
21 activated your microphone. You can go ahead and begin.

22 MR. BARRETT: Thank you, Ryan. I appreciate it.

23 So I'm Will Barrett with the American Lung  
24 Association. And I wanted to start by saying it's just  
25 incredibly important to hear this conversation today about

1 each of the Executive Orders, as California is now moving  
2 through really critical planning processes related to  
3 climate, health, housing and equity. That includes the  
4 California Transportation Plan, the CAPTI process, that we  
5 just heard about, as well as the mobile source strategy at  
6 CARB.

7           The main message that I wanted to convey really  
8 is to echo what we just heard in the presentation. In  
9 order to achieve a healthy, safe and equitable  
10 transportation system, we have to both accelerate ZEV  
11 technologies and reduce vehicle miles traveled. This  
12 common thread really does need to run through all of the  
13 transportation, land use, and investment decisions that  
14 are being made in order to achieve success.

15           We know that the transportation sector is the  
16 leading source of California's pollution and climate  
17 burdens that drive public health disparities and that  
18 there are significant health improvements on the table, if  
19 we make meaningful changes focused on health and equity,  
20 as we heard from ClimatePlan this morning.

21           In relation to the Executive Order N-79-20, we  
22 know that the health benefits of moving to electric  
23 transportation are significant. The Lung Association  
24 recently released a report that noted California could  
25 yield \$22 billion in annual public health benefits, avoid

1 nearly 2,000 deaths, and 26,000 asthma attacks by moving  
2 to 100 percent sales of zero-emission trucks, buses and  
3 passenger cars in the coming decades.

4           Similarly, we're very hopeful that Executive  
5 Order N-19-19 contributes to a meaningful shift to more  
6 active transportation options that can boost health  
7 outcomes in all communities. The ITHIM health evaluation  
8 tool on the California Department of Public Health website  
9 notes that achieving the scale of active transportation  
10 projections included in Sustainable Communities Strategies  
11 could avoid about 2,000 deaths per year in California,  
12 based on reductions in chronic illness, and even greater  
13 numbers if we can achieve the levels of active  
14 transportation that were include in the 2030 scoping plan  
15 targets.

16           Unfortunately, we know we're far from achieving  
17 our SB 375 goals. And without real changes as are being  
18 planned now in our transportation system, we're going to  
19 remain far off from achieving clean air and climate  
20 standards, as well as addressing disparities in our  
21 pollution burdens.

22           Within the -- what we just saw in the  
23 presentation, we very much appreciate the inclusion of  
24 public health benefits, and especially focusing on those  
25 benefits in our most disadvantaged communities within the

1 investment strategies.

2           Within the actions item, we support aligning  
3 publicly-funded transportation projects with that  
4 investment framework, and really building out the  
5 zero-emission freight infrastructure as a critical  
6 starting point for improving health across the board,  
7 reducing our air pollution burdens, and improving health  
8 in our most disadvantaged communities.

9           Within the list of agencies that were among the  
10 interagency working group, I just note that the California  
11 Department of Public Health was not included. I think  
12 they're involved in various planning processes, but I  
13 think that -- making sure that there's a formal way to get  
14 the expertise of that agency into all of these processes  
15 is critically important.

16           And finally, we just want to say that we look  
17 forward to working with all of the agencies to highlight  
18 the health benefits that are possible through the  
19 Executive Orders and the various planning processes, and  
20 really do want to ensure that these processes really do  
21 result in real-world benefits for all Californians with  
22 meaningful input from our most impacted communities.

23           We really appreciate the opportunity to speak to  
24 you today and really appreciate all the very thoughtful  
25 work in how we can create a healthy and equitable



1 transportation system going forward in California. And we  
2 look forward to being a good partner with you, all of your  
3 agencies in this regard. So thank you very much.

4 CARB BOARD CLERK SAKAZAKI: Thank you.

5 Our next speaker is Patricia Chen. Patricia, I  
6 have activated your microphone. You can unmute yourself  
7 and begin.

8 MS. CHEN: Hi. Can you hear me?

9 CARB BOARD CLERK SAKAZAKI: We can

10 MS. CHEN: Great.

11 Good afternoon, Chairs Nichol and Norton,  
12 Directors and Commissioners. I'm Patricia Chen of the LA  
13 County Metropolitan Transportation Authority or Metro.

14 We're deeply committed to improving mobility for  
15 LA County residents and recognize that our work in this  
16 area affects and is affected by housing and air quality  
17 concerns. We pleased to offer comments for your joint  
18 consideration and discussion.

19 Regarding the transit -- sorry, the transition to  
20 zero-emission vehicles, the Metro Board has directed our  
21 agency to convert out bus fleet to 100 percent  
22 zero-emission vehicles by 2030, 10 years before this is  
23 required by the State.

24 Likewise, we are endeavoring to implement the 710  
25 Clean Truck Program. Metro has committed \$50 million as

1 seed funding for incentives. In both the transit and  
2 goods movement areas, we are working toward our ambitious  
3 goals through phase transition. We recommend public and  
4 policy support for the development and procurement of a  
5 wide variety of technologies, including vehicles and  
6 charging equipment and incentives needed to reinforce the  
7 accelerated transition. And we would like to suggest for  
8 your consideration the diesel settlements may be an  
9 excellent source of revenue for these costs.

10           Regarding equity in 2018, the Metro Board  
11 approved the Metro Equity Platform. Metro staff  
12 recommends expanding its prior -- the priorities of the  
13 CAPTI to include communities with preexisting public  
14 health disparities, as well as taking care of the --  
15 avoiding negative impacts of future projects. We further  
16 recommend that an equity focus apply to all funding  
17 programs covered by the CAPTI.

18           Regarding roadway capacity, LA County has several  
19 freeway corridors with exceptionally bad traffic  
20 conditions. Express lanes are an important and powerful  
21 tool for reducing travel time and they are especially  
22 effective when paired with multi-modal infrastructure  
23 investments. Examples in LA are Metro Link and the Silver  
24 Line Bus Rapid Transit, as well as first/last mile active  
25 transportation investments.

1           We support the investment bank. And it is  
2 important to analyze equity impacts for this offsetting  
3 project approach. Positive impacts from new projects  
4 should benefit communities with past harms and high  
5 current needs, and negative impacts should be avoided or  
6 mitigated there.

7           We also have speaking points on the  
8 sustainability of electrical power and the land use  
9 transportation nexus, which we will include, along with  
10 these comments, in a forthcoming letter in respect of your  
11 time today.

12           Thank you very much for the opportunity to  
13 comment.

14           CARB BOARD CLERK SAKAZAKI: Thank you.

15           Now, we have Julia Randolph. After Julia, we  
16 have Chanell Fletcher and Pat Holland. I did notice that  
17 someone lowered their hand. If you wish to speak, please  
18 raise your hand. You only need to click it once.

19           So with that, I will unmute Julia Randolph. You  
20 can unmute yourself and begin.

21           MS. RANDOLPH: Hi.

22           CARB CHAIR NICHOLS: And, Ryan -- excuse me just  
23 a second. We are putting the three minute time limit up  
24 on the screen, but I would appreciate if you would enforce  
25 that as well, since we seem to have multiplied the numbers

1 of people who want to talk, we want to fit everything in.

2 CARB BOARD CLERK SAKAZAKI: Will do. Thank you.

3 Okay. Julia.

4 MS. RANDOLPH: Good afternoon. Julia Randolph

5 with the Coalition for Clean Air. Thanks for the

6 opportunity to speak today. It was great to see this

7 presentation today. We supported Executive Order N-19-19.

8 And we support the new Executive Order. We are very eager

9 to finally see it implemented and we agree with the goals

10 and directions discussed today for the Climate Action Plan

11 for Transportation Infrastructure.

12 I would like to bring up that the recent workshop

13 CalSTA hosted was pretty impressive and the break-out

14 rooms were great. You could really tell that there are

15 people from each sector and the conversations were very

16 constructive.

17 All the action items and potential action items

18 discussed today are really strong, such as updating

19 program guidelines, VMT mitigation mechanisms, which could

20 really help with supporting SB 743 mitigation and a

21 coordinated transit recovery response.

22 This is an important piece of work and we need

23 these strategies. Our goals cannot be solved through

24 zero-emission vehicles alone. We need transportation

25 options. We need VMT reductions. And it would be great

1 for these -- the agencies here today to adopt these  
2 actions in some form in the next coming meeting.

3 Thanks so much.

4 CARB BOARD CLERK SAKAZAKI: Thank you.

5 Our next speaker is Chanell Fletcher. I have  
6 activated your microphone. You can unmute yourself and  
7 begin.

8 MS. FLETCHER: Thank you, Ryan. And I will be  
9 quick, because I've already spoken and I don't want to  
10 belabor myself. I just want to say that thank you,  
11 Darwin, so much. I think it was so, so awesome to kind of  
12 see the CAPTI and see it kind of fully fleshed out. And I  
13 think I really want to just support what Julia and what  
14 Will had mentioned, particularly with Will's point around  
15 public health and really kind of fleshing out that ZEV  
16 strategy. I know that the Governor just released in terms  
17 of that ambition. We would definitely want to make sure  
18 that we see that reflected in our transportation programs.

19 I only actually had two questions. And again,  
20 like very supportive of the CAPTI framework, and where  
21 it's going. So my one question was really when we're  
22 talking about aligning, because I think you mentioned  
23 Darwin a couple times and I heard an idea of like aligning  
24 funding with like the climate ambition. And I just  
25 wondered if we could get really clear and intentional by

1 what we mean by aligning funding.

2 And so -- and again, Darwin, you know, we -- we  
3 can also talk like one-on-one about this too, but there  
4 was a part of me that was like, okay, so when we say  
5 aligning funding, are we talking about taking the current  
6 funding that we have and shifting it, because I notice  
7 that that was in the presentation, like, if there are any  
8 shifts in funding? Are we talking about increasing  
9 funding?

10 So I just wanted to get some more clarity on what  
11 that looked like and what that meant? And I understand  
12 that this is a process. And the other thing that I was  
13 really thinking through was there's, you know, language in  
14 the Executive Order around lowering -- around like  
15 basically mitigating the cost for lower income  
16 communities. And I did see that that was mentioned in  
17 term of pricing.

18 But I am curious if there's anyways that you  
19 expect kind of what the CAPTI framework and this effort  
20 around like alignment between climate goals? Are there  
21 going to be kind of any places where you think they're  
22 going to be kind of any burdens on low-income communities?  
23 Are they going to bear disproportionate burdens, and if  
24 so, has there been any thought about how that's going to  
25 be addressed?

1           So those are my two questions. And again, just  
2 want to emphasize a lot of support and gratitude for this.  
3 And I think that it's really great to see kind of again  
4 like us moving more and more into action and taking what  
5 we heard this morning and putting it into an actual  
6 framework that will then influence transportation dollars.  
7 So I want to express a lot of gratitude for that.

8           CARB BOARD CLERK SAKAZAKI: Thank you.

9           Our next speaker is Pat Holland. After Pat, we  
10 have Beverly DesChaux and Rick Longinotti.

11           So, Pat, I'm trying to activate your microphone,  
12 but it says you are running and outdated version of Zoom.  
13 So if you could call the call-in number right here and  
14 dial star nine, then you can -- we'll give you a chance to  
15 speak there.

16           So we'll move on to Beverly. Beverly, I have  
17 activated your microphone. You can unmute yourself and  
18 begin.

19           MS. DESCHAUX: Hi. Beverly DesChau with the  
20 Electric Auto Association Central Coast Chapter in Santa  
21 Cruz. I thought that I would be hearing -- I get that  
22 you've got -- you've all done a lot of work here. But  
23 when I'm thinking of an actual draft action plan, I'm  
24 actually not hearing it. I'm hearing a lot of  
25 abstractions. And I have a -- after each of those things

1 that you say, I'm like how?

2 So how are we going to reduce the public health  
3 harms? How are we going to increase the safety? How are  
4 we going to do this, and this, and this, everything that  
5 you said, how? I don't hear that in the plan. That's one  
6 thing.

7 So we've talked in our area for a long time about  
8 infill. And one project in particular was, oh, we have  
9 some area near the hospital. Well, any new housing that  
10 would be built near the hospital, the doctors wouldn't be  
11 living there, the people who are the service workers  
12 there, they wouldn't be living there, because they  
13 couldn't afford it. So there's a whole lot of issues  
14 around thinking of doing this infill and a lot of people  
15 talk about housing along the corridors. Well, who wants  
16 to live along the corridors?

17 Already, people who are impacted, those DACs who  
18 imported -- impacted already and their health will be  
19 affected by living there. You want them to be near --  
20 near the transportation hubs, but really who wants to live  
21 there?

22 So those people who can afford to move away from  
23 them, so there's more vehicle miles trans -- of  
24 transportation going on. And those people who when  
25 there's new housing built, it's definitely not what's



1 considered affordable housing. Affordable, now that we  
2 have the tech industry right over the mountains from us  
3 and people live here who go to -- who work there, they  
4 have very high salaries, and it's just outpacing what  
5 people here who have lived here for many years.

6           So seniors, what are they doing? You know,  
7 anyway, there's just so many difficulties with the -- the  
8 trying to get housing near transportation. So -- and  
9 those people who can't -- who are the service workers,  
10 they have to move farther away, so there's more vehicle  
11 miles tran -- of transportation there as well.

12           So I'm really -- I'm questioning how you plan to  
13 actually do this. That's what I have -- that's what I'm  
14 left with is the big how.

15           Oh, but -- so we've handled some of the vehicle  
16 miles transferred by having Google come to our town and  
17 now it's just causing the housing market to go off the  
18 charts and people can't afford to live here anymore. And  
19 people who have lived here for 40 years are having to move  
20 away, so --

21           CARB BOARD CLERK SAKAZAKI: Thank you.

22           Our next speaker is Rick. I have activated your  
23 microphone. You can unmute yourself and begin.

24           MR. LONGINOTTI: Hi. Thank you. I'm Rock  
25 Longinotti and I'm part of the group called the Campaign

1 for Sustainable Transportation in Santa Cruz County.

2 And I'm encouraged by the presentation that I  
3 just witnessed. Thank you very much for promoting that.  
4 I want to suggest that to -- especially to the members of  
5 the Transportation Commission that one sort of simple way  
6 to -- to think about aligning our spending with our  
7 climate goals and our social equity goals would include  
8 the principle that no new projects would be funded that  
9 expand auto capacity.

10 And if you just think about that, it makes sense,  
11 even with the current guidelines for all these programs.  
12 We have, for example, Solutions for Congested Corridors  
13 Program that has a guideline. Well, it needs to -- a  
14 project needs to reduce congestion.

15 Well, what we know about highway expansion  
16 projects is that they only reduce congestion for a limited  
17 period of time, some less than five years and some less  
18 than ten years.

19 So no -- no projects that expand highway capacity  
20 are worthy to be funded under that program. And not even  
21 counting the increased vehicle miles traveled that result  
22 from these programs. In Santa Cruz County, there's a  
23 project coming before the Commission next month to build  
24 auxiliary lanes. And the Environmental Impact Report has  
25 said that these auxiliary lanes will have nil effect on

1 reducing congestion, but that they will raise greenhouse  
2 gas emissions by around 25 percent.

3           They will not have any benefit to safety on the  
4 highway. According to the Environmental Impact Report,  
5 the accident rates will remain the same before and after  
6 the project.

7           So why are -- why is this project coming before  
8 the Commission for funding? It's only because there's a  
9 sort -- a sort of political misunderstanding that,  
10 expanding highways actually benefits the public. And it's  
11 up to the Commission to give the signal that that's really  
12 not the case. It's just fooling the public. In this  
13 case, fooling the mostly 80 percent Latino population of  
14 Watsonville, that somehow putting these auxiliary lane in  
15 is going to benefit them. It comes instead at a real cost  
16 of a project that would benefit commuters, which is buses  
17 on the shoulder of the highway. The State of California  
18 Legislature passed a bus-on-shoulder legislation just for  
19 Santa Cruz and Monterey County. And instead, we're not  
20 going to have buses on the shoulder. We'll have them  
21 stuck in auxiliary lanes according to the plan.

22           Thank you very much.

23           CARB BOARD CLERK SAKAZAKI: Thank you. So Pat  
24 Holland, I still cannot unmute you. So I'm not sure if  
25 you are -- if you can call the call-in number on screen

1 right now with access code and dial star nine, if you're  
2 on the line right now. Dial star line. If you can't,  
3 unfortunately, I don't have a way to unmute you.

4 So I'll just give it a couple seconds so you can  
5 call in here and use the access code.

6 So, if not, Madam Chair, that concludes our list  
7 of speakers for this item. We'll go ahead and move on.

8 Thank you.

9 CARB CHAIR NICHOLS: Thank you.

10 Now, to pull it back, because we still have  
11 another item on the agenda for today. And I think we need  
12 to talk about how to proceed on this item and to have a  
13 full discussion on it without impairing our ability to do  
14 Item 3 or we're going to have to make a decision as a  
15 group that we could move the third item to another day.  
16 I'm quite reluctant to do that, because it's -- although  
17 it's not the same, it's related in terms of another forum  
18 in which we are working together.

19 So I'm -- I'm curious. Maybe I will actually ask  
20 staff to comment on this point as to -- as to what to do,  
21 because we are scheduled to go only until 3:00. And I  
22 know that there are Board members who have a hard stop at  
23 that point and we do want to make sure that we have a  
24 chance for everybody who's here to have a discussion.

25 So maybe without -- without going to the Board at

1 the moment, I can just ask whether we have any options in  
2 terms of Item 3 at this point.

3 Richard.

4 CARB EXECUTIVE OFFICER COREY: Yes, Chair. One  
5 option, as you noted, is to -- and I see -- and our sense  
6 is a number of folks both with respect to Commission or  
7 Board discussion there -- that that's going to take some  
8 time. So with respect to the third item, it could be  
9 shortened or we could push back to a future agenda item,  
10 because I know that you do want to reserve some time for  
11 summary at the end. So really those are the two  
12 strategies here, keep the item and request that it be  
13 moved along pretty efficiently or punt to the meeting in  
14 spring.

15 CARB CHAIR NICHOLS: Yeah, that's what I -- what  
16 I thought. Thanks for confirming.

17 I'm going to -- I know Joe Lyou has his hand up,  
18 but I'd like to defer for the moment to Chair Norton and  
19 see what -- what you would like to do.

20 CTC CHAIR NORTON: My feeling is that we move  
21 forward with this item and postpone 3, because I think  
22 putting the CAPTI discussion together with the three  
23 organizations I think it was -- it was important to have  
24 it today.

25 So -- but I -- but in terms of my comments on

1 this, I just did want to make sure we had a chance to  
2 thank Darwin and thank the process. I think this is very  
3 timely and being able to sort of show your work and look  
4 at what you see as moving forward. I think it's also, as  
5 I talked about in my comments, very important that we are  
6 highlighting the need for a federal partner and what that  
7 federal partner needs to do to get us to some of these  
8 benchmarks.

9 I would also like, as Darwin was talking about,  
10 the goals of working on the economy and fix it first as  
11 well, as -- and Secretary Kim mentioned this. I'd like to  
12 hear a little bit more about how the private sector is  
13 becoming involved in the public comment part of this and  
14 to look at what Hasan had put together in terms of data  
15 about where trips are going and what's happening with  
16 telecommuting, maybe not affecting the trip to and from  
17 work, but telecommuting increasing VMT other places.  
18 That's something that we hadn't heard before. And I was  
19 wondering if you had been coming up with that in the  
20 analysis that you're finding with CAPTI as well.

21 CARB CHAIR NICHOLS: Yeah. That's a very -- a  
22 good question. Okay. Let's just leave it that we'll  
23 assume that we're moving Item 3 then till -- till the next  
24 time that we're able to meet and I'll ask for a response  
25 to your -- to your question.

1 CalSTA DEPUTY SECRETARY MOOSAVI: Great. Thank  
2 you so much, Chair Nichols, and thank you so much, Chair  
3 Norton, for those questions. As one of the co-presenters  
4 of the item that is now being tabled, the next item, happy  
5 to come back at a future meeting and discuss the  
6 housing(inaudible). And, you know, thanks for making the  
7 time for this discussion here, today.

8 If I may, Chair Norton, before getting to your  
9 points, I'd like to also address some of the points -- or  
10 questions that were raised by some of the public comment.  
11 And I'll kind of address all of it together.

12 Just as a point of clarification, before we dive  
13 into this, and apologies for, I think -- looking back, it  
14 looks like this wasn't made incredibly clear on my end.  
15 But we are currently in the process of drafting an action  
16 plan. We don't yet have an actual action plan, which is  
17 why we're a little short on actions. You know, we're  
18 hoping to have a plan released in early 2021 that will  
19 kind of detail out some of the -- the specific details of  
20 how we actually get there, drawing on some of those  
21 potential actions that our -- that our stakeholders  
22 raised, and obviously additional things beyond it as well.  
23 I just want to put that out there and make -- make that  
24 clear.

25 Your point, Chair Norton, about engagement in

1 that process, you know, we're -- we're certainly  
2 interested in hearing from you all as to who beyond who  
3 we're already engaging needs to be engaged from a private  
4 sector and business community standpoint. We have -- do  
5 have in our stakeholder list various representatives of  
6 local business communities, such as local chambers and  
7 business associations across the state that -- that have  
8 traditionally kind of engaged in the transportation space.

9 But as we kind of -- you know, I think one of the  
10 challenges with this work is that it does take  
11 partnerships with new sets of stakeholders as we try to  
12 expand the type of work that we do. And so, you know,  
13 very much welcome input on how we can improve our  
14 engagement there.

15 Very wholeheartedly agree on the federal partner  
16 front as we all sit anxiously as our -- at our phones to  
17 figure out what that partner looks like.

18 (Laughter.)

19 CTC CHAIR NORTON: Absolutely.

20 CalSTA DEPUTY SECRETARY MOOSAVI: And that will  
21 be something regardless of that outcome that we'll be  
22 looking to incorporate in this plan is, you know, how do  
23 we leverage not just our State resources, but  
24 opportunities at a federal level, particularly around  
25 recovery. And as it relates to transit agencies, I think



1 there's some spaces there that there's a lot of  
2 stakeholder input that's important.

3 And then to your -- your final point about kind  
4 of telecommuting and changes in patterns, I think, you  
5 know, yes we're very much thinking about and looking at  
6 all those trends as we look at this plan. It's, you know,  
7 frankly probably one of the most difficult things with  
8 timing of this kind of work is to project and predict what  
9 the future will look like. But I think the way we're --  
10 we're eval -- or we're approaching this is, you know, this  
11 is an effort to help shape what the future looks like,  
12 and -- and, you know, try to create pathways out of the  
13 situation we're in to build a more equitable future that  
14 addresses climate, you know, starting with, you know, the  
15 current moment we're in as kind of the baseline and the  
16 patterns that exist right now.

17 And, yeah, I hope that answers your question.

18 CTC CHAIR NORTON: Yeah. Thank you so much. And  
19 we look forward to working with you as this process moves  
20 forward. Thanks for being such a great partner.

21 CalSTA DEPUTY SECRETARY MOOSAVI: Great. Thank  
22 you.

23 CARB CHAIR NICHOLS: Okay. I'm going to call on  
24 Joe Lyou finally. Joe, you can take your hand down now.

25 CTC COMMISSIONER LYOU: Thank you. Oh, yeah, I

1 guess I have to figure out how to do that. You did it for  
2 me. That's -- so thank you.

3 Let me just -- I'm going to start off with  
4 thanking you, Darwin. And I know you didn't do this all  
5 by yourself. You had a lot of support from staff and from  
6 the people who you reached out to to get feedback. I want  
7 to thank all of them for putting this together. You have  
8 really covered a lot of bases here and you have hit on all  
9 the things that are important, as far as I can tell. So  
10 I'm very supportive of this. I think that the draft  
11 action items are good and would love to see them come  
12 forward and fleshed out with more specificity of course.

13 I do have, well, a minor criticism. I'm not  
14 enamored with the acronym to tell you the truth, but  
15 that's -- that's very minor. I can get over that.

16 But I do have a question and a concern that's  
17 sort of a bigger picture issue that I -- I'm not even a  
18 hundred percent sure that it's exactly playing out this  
19 way, but it seems to play out this way for me. And that  
20 is the disconnect between what we say and what we want,  
21 and where we actually end up and what we do at the end of  
22 the day.

23 And, I mean, you're familiar with, you know, how  
24 this process works on the transportation side of things.  
25 And we go through this process. We establish guidelines

1 and policies. We get applicants. We rank and prioritize  
2 them. And at the end of the day, sometimes I think we're  
3 moving forward with projects that aren't in line with the  
4 principles and the aspirations that we have.

5 And I'm concerned that this might be a flaw in  
6 the process, that there is no point in which we stop, take  
7 a look at the overall picture of what we're at -- you  
8 know, awarding, prioritizing, and allocating money to. We  
9 don't reassess it at any point in that process and then  
10 revise our decisions before moving forward.

11 And I'm kind of wondering if this has come up or  
12 if you've thought about this in any way, shape or form,  
13 and whether you think that there needs to be a part in the  
14 process, and perhaps even at the Air Resources Board too,  
15 before they move forward with a regulation or incentive  
16 program or, you know, enforcement activities, whatever  
17 they're doing. I know they approach the world a little  
18 differently from how we do here at the Commission. But do  
19 we at the Commission need to have places in the process  
20 where we take a step back and say, okay, is this in line  
21 with all of these wonderful goals and priorities that we  
22 we've established, as well as the Governor's Executive  
23 Orders?

24 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,  
25 Commissioner Lyou, for that. And I a hundred percent

1 agree with you that that is a critical part of the  
2 process. And, you know, I -- to me, this actual creation  
3 of the action plan can be that process, you know, in terms  
4 of coming up with where we go next and how we actually  
5 make -- make these things happen. You know, I think it's  
6 very critical and important to reflect on -- on, you know,  
7 why the pipeline of projects looks the way it does now,  
8 you know, what -- what is or isn't working in -- in  
9 influencing it.

10           And this is why I spoke earlier about the  
11 importance of planning. I think there's frankly only so  
12 much the Commission can even do from a programming  
13 standpoint. If we're not helping support our local and  
14 regional governments in being able to pursue and create  
15 projects that really meet what we're asking them to be  
16 able to do at the end of the day. And the list of  
17 barriers and challenges there are rather complex and  
18 different depending what you're talking about.

19           You know, I mentioned one set around pricing and  
20 legislative barriers there, for example, you know -- you  
21 know well a lot of the challenges around related  
22 infrastructure. And so I think we need to be looking at  
23 that entire process and not just the point in time of  
24 programming in trying to think about how we get to the  
25 outcomes that we're looking for. But, you know, very much

1 am interested in working with you all on that point of  
2 reflections, if you, and certainly don't want this to be  
3 yet another set of kind of ambitious actions that we put  
4 out there that we can't really kind of realize or have  
5 outcomes that match the level of ambition that we say we  
6 want to reach.

7 So looking forward to partnering with you all to  
8 figure out how to -- how to bring those pieces together.

9 CARB CHAIR NICHOLS: Okay. Let's hear from next  
10 is Hector De La Torre.

11 CARB BOARD MEMBER DE LA TORRE: Thank you. Thank  
12 you, Darwin. I really appreciate what I said at the  
13 beginning, that we're actually on the cusp of having an  
14 action agenda for our meetings. It's been way to long.  
15 That's not a reflection on you. It's a reflection on us.  
16 And so I very much just want to -- want to weigh in and  
17 say, I look forward to seeing what you guys put together  
18 with CARB staff and your staff to bring this back in the  
19 spring to our next joint meeting, where we actually get  
20 homework assignments for each of our agencies to go and  
21 make it happen.

22 I think that's the whole point of the legislation  
23 that created this biannual effort between us. And so I'm  
24 very much looking forward to having something that we can  
25 react to, and then vote on, and, you know, take -- take

1 our respective projects and go make them happen.

2 So thank you very much. And I just wanted to  
3 weigh in on looking forward to next meeting where we  
4 actually get this done.

5 Thank you.

6 CARB CHAIR NICHOLS: Great. Barbara Riordan is  
7 next with her hand up.

8 CARB BOARD MEMBER RIORDAN: Thank you, Madam  
9 Chair. I want to echo what Mr. De La Torre just said.  
10 I'm excited to see it after it's been for a final review  
11 and opportunity to go out and have public input and then  
12 come back to us.

13 One of the things that I wanted to underscore.  
14 This was an opportunity for me to see at least a  
15 recognition of rural areas. I represent rural areas. And  
16 as you pointed out, there are many Californias. And not  
17 everything is the same in the entire state, so I will be  
18 very interested to see what you are considering for those  
19 areas that we would call rural in California and how we  
20 can help them to achieve some efforts that -- that they're  
21 most interested in and will work in their areas.

22 So that's my input and I look forward to another  
23 chance to see this before us.

24 CARB CHAIR NICHOLS: Well, with regard to that,  
25 let's maybe focus in a little bit. Actually, I don't see

1 any other hands at the moment. Although I'm sure there  
2 will be momentarily. But let me just say here that it  
3 seems as though what we've heard today, it really points  
4 the way to a specific plan that is actionable. I  
5 understand and appreciate the impatience of those who've  
6 been thinking that this should have happened a long time  
7 ago.

8 And, you know, I think that includes some of us  
9 as well. But at the same time, we have to recognize that  
10 we're starting from the base that we've got. And part of  
11 that is that -- and I'm not trying to deflect criticism  
12 here, but just to point out that the old pattern of  
13 dividing up responsibility and setting the agencies off  
14 almost in opposition to each other is one that stems from  
15 legislation that we all work with, and funding that we all  
16 have, the desire of various entities to, you know, have  
17 their own separate programs, that makes it harder to  
18 align, coordinate, jointly implement, et cetera, but also  
19 because this is a very big state with big programs and  
20 projects, anyone of which would dwarf, you know, the whole  
21 entity of many other states.

22 It's seems as though we have to take these steps  
23 to actually work through the sometimes painful detail of  
24 the kinds of suggestions that we're -- that we were  
25 hearing today in the presentation.

1           So I think we're on a path, and I think it's a  
2 good one, but I'd like to maybe focus in on what we heard  
3 and find out from all the members of the Commissions, and  
4 Boards, and HCD whether you feel that they've covered it  
5 all. Are there any things that you think are missing?  
6 Are there any ideas that you would like to see evaluated  
7 further? Are there some items that seem to me to be  
8 particular -- seem to you to be particularly promising and  
9 may be able to be implemented faster than going through  
10 the full process? And maybe lastly, are people interested  
11 in having this plan which will, as I understand it now, be  
12 available as -- in a draft form at least early in 2021,  
13 come to this group and have that discussion, you know, in  
14 this kind of a setting, where we do have an opportunity to  
15 bring together all the interested parties and really make  
16 sure that we are, in fact, all aligning and moving our  
17 programs together.

18           I'm just throwing that out in the hopes that this  
19 will provoke some further thoughts and comments from --  
20 from our group.

21           HCD DIRECTOR VELASQUEZ: Well, let me -- let me  
22 jump in, Madam Chair, just --

23           CARB CHAIR NICHOLS: Please do.

24           HCD DIRECTOR VELASQUEZ: -- just to say  
25 everything --



1 CARB CHAIR NICHOLS: Help me out here.

2 HCD DIRECTOR VELASQUEZ: -- everything you said  
3 makes a lot of sense. I think also for what I'm observing  
4 in my very limited time here, the staff really -- all of  
5 our staff work behind the scenes really, really well, so  
6 when we come to these meetings, I think things are already  
7 kind of half baked, half cooked. And I think it's in  
8 thinking about the plan, and next spring, and the  
9 additional presentations, you know, it seems like a lot of  
10 progress can be made at the staff level, so that when we  
11 come back, we have some -- much more concrete actionable  
12 steps that we can take.

13 Just as an observation, you know, I worked in the  
14 Obama administration. When I was at HUD, I worked under  
15 both Shaun Donovan and Julian Castro. And it reminds me,  
16 as a matter of process, a lot -- a lot, I remember then  
17 the Secretary is looking for the low-hanging fruit. I  
18 remember attending a meeting with both Secretary of  
19 Transportation and Secretary of HUD in looking at the --  
20 really the way that the TIGER grants could align really  
21 well with Promise Neighborhoods. The Education Department  
22 was also involved in Choice Neighborhoods, big -- big  
23 place-based programs at HUD.

24 And I just -- I was just fascinated, as a matter  
25 of process, how, you know, sometimes we just find a way to

1 really complicate things a lot more than what they are.  
2 It's just really finding a way. You know, what is the  
3 criteria for this -- what is the value set for these  
4 programs? What is the criteria for evaluating them? And  
5 just kind of beginning just putting three columns and  
6 begin kind of carving out what is possible and what is  
7 not. And I think I'm -- I'm just saying I think we have  
8 -- at the staff level, people that can do this in a very,  
9 very well and just come to these meetings to present it.  
10 And I -- I look forward for us to continue to look for  
11 that low-hanging fruit, maybe more than just low-hanging  
12 fruit.

13 But I think there's a lot of potential here. And  
14 the ideas arrived to these meetings in the future with  
15 just very concrete steps that we can take that we cannot  
16 affirm, okay, this is the right direction.

17 CARB CHAIR NICHOLS: Thank you for that. Yeah,  
18 I'm a kind of a visual learner myself, so I really like  
19 the idea of a chart for just that reason, as well as --  
20 because it really forces everybody to sort of think. And  
21 maybe that's something we could specifically ask to have  
22 the three groups work together on and present to all of  
23 us, and I'm not sure that it takes a meeting, but I am  
24 thinking about the fact that, you know, if I'm -- well,  
25 putting myself in the shoes of the -- the groups that

1 spoke to us earlier today, from ClimatePlan, and  
2 Greenlining, and others. Where are they -- where do they  
3 get hurt? Where do they come in on this?

4 Obviously, we have a process in California where  
5 any Board has -- that has a meeting has to give notice,  
6 put out the agenda, you know, hear public comment and so  
7 forth. Many of the things that the staff are working on  
8 take place in a more informal or internal kind of way and  
9 it may be harder for other people to access all of that.  
10 So I feel like we need to be thinking about how we're  
11 going to get that input that we all want. And I think we  
12 do genuinely want it. It's just a question of efficiently  
13 both for the non-State actor agencies and ourselves, how  
14 do we really make that happen?

15 Well, I've gotten two more hands here, so I'm  
16 going to call on Michelle Martinez and then Judy Mitchell.

17 CTC COMMISSIONER MARTINEZ: Thank you, Madam  
18 Chair. I truly appreciate that. And thank you, Darwin.

19 A few observations. And I want to thank the  
20 Chairwoman, because I wanted to talk about this about  
21 input. I do believe that we need a process before plan.  
22 And I think many of the advocates that have spoken here  
23 today are asking for that. I look at government as always  
24 being very prescriptive. And Mr. Velasquez just mentioned  
25 about, you know, things are half baked.

1           And so I think when we're going out to the  
2 community or going out to stakeholders, we become very  
3 prescriptive and it's just this top-down. And I know we  
4 don't want to be top-down, but I think when we don't  
5 create a process before a plan of how we get that input,  
6 we do become very prescriptive.

7           The second thing that I wanted to highlight that  
8 I think it's important, as we move forward in this -- and  
9 this framework is ambitious. And I appreciate, you know,  
10 us connecting the dots, but I will go back to the bad  
11 word. And it -- we don't -- and I heard it today from  
12 SCAG and other agency folks that have talked about this is  
13 land use. We can't talk about climate change, we cannot  
14 talk about transportation, infrastructure or housing or  
15 public health without talking about land use.

16           They're all interconnected. We are all  
17 interdependent, whether from the State level and all the  
18 agencies that are represented here, all the way to the  
19 local level. And there -- and I want to thank Mr.  
20 Velasquez as he spoke earlier about housing and about, you  
21 know, cities at the local level now appealing RHNA.

22           We all know that if we're able to align our  
23 transportation investments in our housing, we will reduce  
24 greenhouse gas emissions. But let's be honest, when we  
25 look at the local level with outdated general plans,

1 outdated zoning codes, it becomes very difficult to push  
2 local governments to move in the direction that we all  
3 want them to move into.

4           The second thing is the funding mechanisms. When  
5 we talk about local control, let's be honest, the majority  
6 of our taxes, specifically property tax, the allocation  
7 system is governed by the State of California by the -- by  
8 the Legislature. And the last time that was updated was  
9 in 1979.

10           We have an archaic fiscal functionality system  
11 that is broken, that doesn't allow local governments to  
12 want to move to build more housing, to want to ensure that  
13 if we built the right housing near transit, that we will  
14 be able to grow appropriately. Unfortunately, the way  
15 we're growing in local government is trying to figure out  
16 how do we fiscalize our land use. And that's what we've  
17 done for the past 30, 40, 50 years.

18           And so I think we've got to have that kind of  
19 honest conversation while we're talking about these  
20 frameworks, and understanding that at the end of the day,  
21 why local governments move, it's going to be based on  
22 revenue and money. Can they sustain this? It's not that  
23 they don't want to do it. The reality comes can they  
24 sustain this with the revenues that they're currently  
25 getting. And to be honest with you, I think if we're

1 looking at this pandemic and what s going to be happening  
2 to cities across California, we are in trouble and we have  
3 to be realistic about that as well.

4           These cities are very fragile financially. And  
5 so my last point that I want to highlight is that, you  
6 know, as we move forward in ensuring that we're able to  
7 look at some of our transportation investments and looking  
8 at housing and some of what we want to do with a lot of  
9 these executive orders, it's imperative that we continue  
10 to take a hyper-local approach and engage as many people  
11 as we want.

12           But when we talk about engagement, we have to  
13 give up power. Let's be honest about that. If we cannot  
14 give up power in agency to ensure we have -- that we have  
15 real meaningful community engagement, we're spinning our  
16 wheels. And so I think it's important for us to remove  
17 ourselves from this command and control, and continuing to  
18 push a lot of these plans, and Executive Orders, and all  
19 these policies that we're seeing at the State level and  
20 ramming them down at the local level, when there's really  
21 no true engagement.

22           The only way we're going to make this happen and  
23 make California move towards the goals that we want  
24 collectively is when we're able to truly collaborate with  
25 local government.

1 Thank you.

2 CARB CHAIR NICHOLS: Okay. Thank you.

3 Judy Mitchell.

4 CARB BOARD MEMBER MITCHELL: Thank you, Madam  
5 Chair. And thank you, Darwin, for the presentation.

6 The presentation really sets out for us an action  
7 plan that is very broad. And one of our speakers came  
8 forward and said, yes, I see the plan, but I don't see how  
9 to do it.

10 And I think that is kind of the issue always when  
11 you're setting out a plan, how do we actually do it and  
12 when we do it, will we end up with a result that we want?

13 I think in the process of developing the plan,  
14 process is important. I think we need to have that input  
15 from community. And the other thing that I would mention  
16 here is that what I would like to see in development of  
17 the plan is a development of certain priorities, where do  
18 we think it is -- are the most important sectors that we  
19 would fund and where would we get the most benefit from  
20 that, because we're putting together here  
21 transportation -- where transportation intersects climate,  
22 and how can we get those reductions through the  
23 integration of these two sectors.

24 The other thing that -- and I -- and I will  
25 commend Michelle in mentioning this, is that overall, the

1 policy of the State has been to reduce VMT. And part of  
2 that process is -- is relating our housing to the way we  
3 travel. And so I -- I haven't really seen in here where  
4 the housing VMT element comes together. So I hope in the  
5 process we are thing about that. It does get down to land  
6 use. And that becomes a very sticky subject, as we can  
7 see. But I think there are ways to work together. And  
8 the housing program that was set out this morning by the  
9 Secretary for a prohousing framework is something that I  
10 think is very intriguing and could help with this.

11 Those of us who work in local government,  
12 Michelle being one of them, and obviously our supervisors  
13 here, we have, I will put this in quotes, "suffered a bit"  
14 when redevelopment was taken away, because that was a  
15 mechanism where we could -- where we could create  
16 affordable housing, and that is gone. There certainly  
17 were abuses in that program. But I have not seen either a  
18 really big uptick in the use of the enhanced  
19 infrastructure -- the EIFD programs. And so I don't know  
20 whether we're taking on a bigger bite than we need to when  
21 we look at that, but that would help to look and -- to  
22 look and see how we can actually help local government  
23 develop the housing that will then reduce the VMT.

24 So it's like one step leads to another, leads to  
25 another, and it's a really big chunk of work for us cut



1 out here. But I'm encouraged that we are looking at it in  
2 this way and a process is coming forward for us to develop  
3 plans to deal with it.

4 So thank you, Darwin, for the work you've done on  
5 this. We can see it's quite extensive and look forward --  
6 look forward to seeing how -- how it develops and how we  
7 can actually implement the plan to get our desired result.

8 Thank you.

9 CARB CHAIR NICHOLS: Thanks.

10 Fran Inman has her hand up now.

11 CTC COMMISSIONER INMAN: Thank you, Madam Chair.  
12 Great session today. And a couple of thing. One, I love  
13 the big data and would love to learn more of the work  
14 Hasan is doing, because we've all struggled with not  
15 getting timely data, not getting the relevant data. So  
16 whatever we can do collectively together to really get our  
17 arms around great information, our decisions will be  
18 better, I think.

19 And then also, love the culinary example. It hit  
20 right before lunch, so we all --

21 (Laughter.)

22 CTC COMMISSIONER INMAN: I don't think I'll ever  
23 forget that. And I love the analogy. And I think for  
24 whatever we do, we really do need to make sure that that's  
25 a key ingredient. And I was thinking about the protein.

1 And so as we were having that discussion, I think really,  
2 you know, we need the protein. And I won't say where's  
3 the beef, but where's the protein to make those actions?

4 And then I think, you know, we got lots of great  
5 data today. I think we need to digest and maybe have --  
6 figure out a way to have some roundtable discussions about  
7 what we each heard and how -- how we all kind of process  
8 that. You know, the discussions around transit-oriented  
9 development and reducing high-income vehicle miles  
10 traveled. I mean, there's just so much for all us to  
11 learn.

12 And then finally, I think we'd be remiss if we  
13 don't spend a little more time on our economics and our  
14 strategy around economic development. Board Member  
15 Mitchell mentioned the redevelopment and the lack of that.  
16 But I think, you know, with Michelle's comments as well,  
17 at the end of the day, we've got to really look at where  
18 are our jobs of the future and how do we make sure that we  
19 can have all of this integrated together.

20 So those are kind of my thoughts for the moment.

21 CARB CHAIR NICHOLS: Well, your thoughts are most  
22 welcome. I want to say we actually have time, if people  
23 don't wish to engage further in just general conversation,  
24 because I think we have been pretty clear that we think  
25 that we're happy about the direction that we heard about

1 today on this CAPTI plan. I, too, endorse Joe Lyou's view  
2 that maybe even if that is it's correct name, we could  
3 give it a better one anyway for working purposes, just so  
4 people will know what we're talking about and is something  
5 that isn't just an acronym with no other meaning.

6 But having -- having survived that part of it,  
7 you know, that we want to see more. We want to -- we want  
8 to keep doing this and move it to the point where there's  
9 actually more -- more meat on the bones to keep on using  
10 these food analogies.

11 But what I'd -- what I was going to say is that  
12 the question was raised about housing. I think it was  
13 Barbara Riordan who said, well, what about the housing  
14 piece and not seeing that really fully integrated with the  
15 transportation planning. And that was the subject of the  
16 third presentation.

17 So I guess my question for the staff is could we  
18 get a 10-minute briefing on what's going on? I see that  
19 Darwin was going to be joining with his colleague, Lynn  
20 Von Koch-Liebert, Deputy Secretary of Housing and Consumer  
21 Relations. And that we could maybe just get a better  
22 sense of how that piece of this is going, and whether  
23 there's a way to better integrate it as well.

24 I think I'm calling on Richard here.

25 CARB EXECUTIVE OFFICER COREY: I'm sorry, Chair.

1 I thought it was Darwin.

2 CARB CHAIR NICHOLS: Oh. No, well, I was just  
3 going to ask you in terms of the presentations.

4 CARB EXECUTIVE OFFICER COREY: My sense is  
5 that -- and I'm going -- I am going to call on you,  
6 Darwin, in just a minute. My sense was that you had the  
7 ability to basically shorten it up to 15-minute kind of to  
8 get to the key points that were in that presentation, but  
9 let me just confirm that's accurate.

10 CARB CHAIR NICHOLS: Okay. Well, if we can do  
11 that, then I don't think we're going to need a lot of  
12 closing remarks.

13 CalSTA DEPUTY SECRETARY MOOSAVI: Yeah. I'm  
14 happy to quickly run through that presentation, if it's  
15 helpful. I think my colleague Lynn may have left the  
16 meeting under the impression that we are not covering it.  
17 But you'd like, I'd like to -- I'm happy to cover it. I  
18 can also if it's helpful for the discussion, just do a --

19 CARB CHAIR NICHOLS: Yes. Well, we could invite  
20 her back another day. Why don't we have you give us sort  
21 of the preview then and we'll invite her back another  
22 time.

23 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. I can --  
24 you know, I think what might be helpful, instead of a  
25 presentation, is what if take a minute or two to just talk

1 about what we're doing on that front --

2 CARB CHAIR NICHOLS: Yeah.

3 CalSTA DEPUTY SECRETARY MOOSAVI: -- given the  
4 time. We have about 14 minutes here till 3:00 and maybe  
5 we can -- I can take some questions based on that as well.

6 But what we were going to present on, and I guess  
7 backing up and talking about the comments that you all  
8 made, a hundred percent agree that the housing and  
9 land-use solutions are a critical part of this -- of this  
10 conversation, and are fundamental to seeing these  
11 strategies kind of come to realization, you know, as such.

12 You know at the onset, I mentioned that this is  
13 really just one part and piece of that -- of the broader  
14 puzzle. The presentation we were going to have after this  
15 was going to be on the housing and transportation work  
16 group, which an internal state agency work group that was  
17 created, when the -- what used to be the former Business,  
18 Transportation and Housing agency was through a different  
19 agency back in 2013.

20 And it was originally intended just for  
21 coordination between our two agencies and has evolved over  
22 time, particularly under this administration and the focus  
23 on housing, thinking critically about how we can partner  
24 on initiatives to link, you know, work like this Climate  
25 Action Plan on Transportation (inaudible) and the various

1 transportation work that we're doing with the efforts that  
2 are happening on housing, and how do we coordinate our  
3 efforts.

4           So there are, you know, various initiatives  
5 underway there to coordinate, including outreach efforts,  
6 some research, various program alignment type efforts that  
7 we've been undertaking. But, you know, I think one that's  
8 critical to mention here that touches on the community  
9 engagement piece as folks have brought up is another thing  
10 that we're undertaking as part of that effort is a  
11 stronger coordination with our regional partners.

12           In particular, we just relaunched with the help  
13 of the Strategic Growth Council, the State agency and MPO  
14 work group, which was an effort that has existing since  
15 the creation of SB 375, but I've taken a couple year  
16 hiatus and we just launched that last month in an effort  
17 to really do exactly what you all are mentioning here  
18 today, and not just look at these transportation  
19 investments in a silo, but how does it -- how do these  
20 become supported or realized through the various land use  
21 decision both housing standpoint, and as Commissioner  
22 Inman mentioned, I think just as important, particularly  
23 inland California is from economic development standpoint  
24 and a jobs standpoint. How do we bring those pieces  
25 together in one conversation?

1           So there -- the key brief -- those conversations  
2 are happening. We're working to take what was mentioned  
3 earlier, are, frankly legislatively-created silos, and do  
4 the best that we can administratively to -- to work  
5 together and across the silos with our various programs  
6 And more than happy to come back with Lynn at the next  
7 meeting where whatever future meeting you all decide to  
8 present in further detail on that coordination and gather  
9 your input on that.

10           HCD DIRECTOR VELASQUEZ: Well, you know, Madam  
11 Chair, I think Lynn dial backed in, so she may be at the  
12 meeting now.

13           CARB CHAIR NICHOLS: Great. Lynn would like to  
14 just give us a few comments and I apologize for the  
15 misdirection there.

16           BCHS DEPUTY SECRETARY VON KOCH-LIEBERT: That's  
17 no problem at all. Are you able to hear me okay?

18           CARB CHAIR NICHOLS: Yes.

19           BCHS DEPUTY SECRETARY VON KOCH-LIEBERT: Great.

20           Okay. Well, my apologies. I missed the first  
21 part of the meeting, so I don't want to be too  
22 duplicative, only to say that I think that this -- this  
23 has been a -- you know, a really productive working group.  
24 I think that there have been a number of initiatives that  
25 we have found we've been able to work together on, and

1 have had a very good impact in this -- in the -- over the  
2 last two years as we've really reenergized this group and  
3 thought about how it could be used differently.

4 And as we move forward over the next two months  
5 working with our membership and the steering committee to  
6 identify the areas of focus and our action plan for the  
7 2021 year, we really do welcome input, and ideas, and  
8 recommendations on items and actions that the working  
9 group can form subcommittees and work through  
10 collectively.

11 And I think that -- that would be my top level  
12 comments, and, you know, welcome any questions or areas of  
13 focus that the group would like me to address in more  
14 detail.

15 CARB CHAIR NICHOLS: Thanks, Lynn. That's really  
16 helpful.

17 I think we are kind of moving in the direction of  
18 next steps -- sort of summary and next steps. You know,  
19 we had to ask Richard Corey to be listening, and making  
20 notes, and trying to summarize the themes that have come  
21 out of this meeting. So I think I will let him do that.

22 CARB EXECUTIVE OFFICER COREY: Thanks, Chair.

23 I was reflecting a bit on the comments now with  
24 ClimatePlan made in terms of reference to the bill that  
25 actually brought us together and reflecting on some of the



1 early meetings, and the wisdom actually realizing we can't  
2 actually achieve our housing, climate, clean air, VMT  
3 reduction equity goals without partnering. That's crystal  
4 clear and clearly that was reflected in the remarks of the  
5 Board members, and Commissioners, and HCD Director, which  
6 is really exciting.

7           We -- I wouldn't say we fully met or strived, but  
8 we -- there is tremendous progress, as I reflect on the  
9 last year or two years, and it's incredibly exciting. I'm  
10 seeing a path for us partnering going forward, and  
11 reflecting on the day, thinking about the -- initially  
12 hearing from SANDAG and Hasan, and the creativity in terms  
13 of the plan and the thinking that is going on really with  
14 the intersection of housing, and air quality, and driving  
15 down VMT, and equity.

16           And, in fact, I already made a note, staff will  
17 be following up with Hasan and team from this meeting. So  
18 I've been tracking some of our action items going forward.

19           And with ClimatePlan, Nailah, just the imagery  
20 that made us hungry, but also noted the -- you know, not  
21 just sprinkling equity around but having it infused. And  
22 I thought she made that point extremely well, and made the  
23 point about the key role that support for capacity  
24 building in community-based organizations. And we're  
25 thinking about our different programs and efforts, how --

1 that is the key question to be asking ourselves.

2 And clearly there's some programs that are doing  
3 that well, as Greenlining and Han talked about a few  
4 programs that are examples. I took notes on that as well,  
5 in terms of what can we learn from STEP and the mobility  
6 voucher program and apply to other programs. And a key  
7 point that was also made during that Greenlining  
8 presentation was incorporating principles. She shared  
9 principles that are fundamental equity principles that I'm  
10 asking the team, in partnership with -- with the CTC staff  
11 and HCD to look at how can we incorporate those, in terms  
12 of even our basic thinking in terms of programs,  
13 equity-focused programs, as we're trying to integrate  
14 across our programs.

15 The equity advisory committee several members  
16 referred to that in comments. That's when we're going to  
17 pursue in discussion across our three agencies. One is  
18 there are already opportunities -- a body about exists.  
19 If not, how can we develop that and how do we not do it a  
20 bunch of independent, but maybe have a shared  
21 collaborative team. It was a really an excellent point  
22 and a point that was well taken by us and by myself.  
23 Embedded in all your comments, as well as those  
24 commenters, was the need for action. We got that. And  
25 we -- it was -- that direction and that is coming through

1 loud and clear, in terms of how do we move forward? And  
2 there several examples called out in both the CAPTI or  
3 CAPTI, or however it's rebranded, in terms of we'll  
4 continue to work with Darwin and Darwin's team, so that as  
5 specific actions, actions that support the transition to  
6 ZEV, support the driving down VMT, and the housing and  
7 equity objectives that were called out here, that's work  
8 that we're doing now and we will continue to do.

9           So there will be the spring report that comes  
10 back to this body. We'll have those items and it won't  
11 be -- it will be progress, in terms of both report and how  
12 specific measures been able to move forward initially, and  
13 which ones are on their horizon. And a point that many of  
14 you made in terms of the spring report that returns is the  
15 need for action, but also the need for some sort of  
16 response on the part of this body, the three  
17 representative agencies here.

18           So we'll be circling with our team, Legal and  
19 others, on what could that look like? In other words, the  
20 ability for, one, to consider this spring plan, but also  
21 to take some formal or semi-formal action and direction  
22 with the expectation of progress reports, and tracking,  
23 and so on, which I was relating to Chair Nichols'  
24 reference to a -- a matrix of some kind. I think that's  
25 measures. I think that's tracking. I think it's

1 reporting and a shared -- a collaboration, in other words,  
2 a matrix that includes measures and who owns them and the  
3 different agencies that have a role together and how those  
4 are proceeding, progressing.

5           So I think we have some work to do to flesh out  
6 those details. But the ability to clearly see and  
7 understand and now have to guess at where actions are or  
8 how progress -- how they're proceeding is -- that point  
9 was taken as well.

10           So many actions. A lot of follow up on this.  
11 But what is coming through in the observations I'm sharing  
12 is an enthusiasm, a reality of we can't meet certainly  
13 from the -- my role's point in term -- objective of clean,  
14 healthy air quality, driving down GHGs, realizing that the  
15 direct connection in terms of VMT, which is, in a sense,  
16 the bridge driving down VMT to housing, to mobility, to  
17 access, to clean healthy air, to GHG.

18           So it's an exciting time. And we have an  
19 opportunity here to really effectively move forward. And  
20 prior to this process starting, if you would have asked me  
21 who are our partners at the CTC or even to a degree CalSTA  
22 or HCD, I probably wouldn't even have been able to name  
23 key people in the organizations. I can now. And I can  
24 tell you we are -- staff are directly working, and  
25 talking, and working together each week, which I really

1 think was the wisdom embedded in that legislation.

2 And it's just exciting to see this emerge at a  
3 time it's not a moment too soon here that we're moving  
4 forward. So really exciting.

5 So on that Chair, I'll punt back to you.

6 CARB CHAIR NICHOLS: Well, thank you. That's --  
7 that's terrific. I want to add one other thing to your  
8 summary before we go to closing remarks, and that is to  
9 suggest that even though we as administrative agencies are  
10 not free to go around proposing legislation, I think it  
11 would be appropriate for the staff to look at areas where  
12 targeted legislation could remove obstacles to our working  
13 together or produce a better, a more streamlined process.  
14 After all, these meetings wouldn't be happening if it  
15 hadn't been for legislation that clearly arose from many  
16 different stakeholders feeling like there wasn't enough  
17 conversation going on.

18 And now I think it's -- we've seen that, although  
19 it took awhile, and, you know, took some time, and some --  
20 clearly, you know, individuals being in position who were  
21 ready and willing to do it, we could be thinking about --  
22 about other changes in the way we do things as well.

23 So I hope that you'll at least give some thought  
24 to that in your staff level working groups. And, you  
25 know, if you surface ideas that seem to be plausible,

1 there is a process for elevating these things and  
2 potentially at least getting them, you know, looked at.  
3 So I'd like to put that on your radar screen as well.

4 And with that, I think I should turn to Chair  
5 Norton and ask her for any closing remarks.

6 CTC CHAIR NORTON: Well, thank you very much  
7 Chairwoman Nichols. And I just wanted to say how exciting  
8 this is that we are truly fulfilling the goals of  
9 collaborating and thinking together. I think that has  
10 been very existing. And I felt like today, more than ever  
11 before, the participation from the public was also very  
12 collaborative, that you could clearly see Nailah, Chanell,  
13 James Corless, others that we are listening, that this is  
14 part of an intense opportunity for us to get it right  
15 together. I also think that we are just coming back from  
16 these RTP SCS plans where we've had to think holistically  
17 region by region. And I think the point about how we do  
18 that, how we then incorporate our equity roundtables and  
19 equity listening sessions to really come back in our next  
20 meeting in April to talk about how the -- those silos have  
21 been broken down and what we -- what we can achieve  
22 together in these mutual ways is very, very exciting.

23 And so I just wanted to say that this is one of  
24 the meetings, and the last couple have been really working  
25 along a progressive path where we're seeing like if we are

1 going to recover as we need to be, we must continue to be  
2 doing it hand-in-hand.

3 And I'm just very grateful to be working with  
4 colleagues like you all that that hand-in-hand thought is  
5 seen as a joy and not work, and that collaborative  
6 approach is seen as the way to get it done right, and  
7 really have our economy, and our environment, and our  
8 housing plus transportation costs work for everyone.

9 And so I want to thank you all for a wonderful  
10 day, full of lots of possibilities as we move forward  
11 together. And thank you very much Chairwoman Nichols.

12 CARB CHAIR NICHOLS: Okay. Thank you.

13 And I think we should also then call on Director  
14 Velasquez for any final words.

15 HCD DIRECTOR VELASQUEZ: Not much to add, Madam  
16 Chair. Just thank you for the opportunity to continue  
17 sharing our thoughts about how to align the strategies and  
18 objectives. I should have said this in my previous  
19 remarks, but HCD stands ready to continue to support --  
20 supporting the action plan -- the CAPTI action plan. And  
21 so we look forward to continue working on that.

22 I think for the next meeting we'd love to bring  
23 back a conversation about RHNA reform and the intersection  
24 with the Sustainable Communities Strategies. I think that  
25 has to be something that in this group we need to talk

1 more about. I would -- I would encourage you to consider  
2 that for the next meeting. But all in all, thank you for  
3 the opportunity. We're very happy to be part of this  
4 joint meeting and always thankful for Assembly Member  
5 Grayson and others for allowing us to come together and  
6 discuss important issues.

7 CARB CHAIR NICHOLS: Yes. Thank you for that.

8 Well, I'm going to take advantage of the fact, as  
9 a number of you mentioned, that this is my last meeting of  
10 this group as Chair of CARB to make a couple of additional  
11 sort of overarching comments to close out -- close out the  
12 day.

13 I think today's discussion was really remarkable.  
14 And it may be that in smaller, less complicated states  
15 they can do stuff like this more easily. But we are a  
16 very big state, and each of our programs is huge. We also  
17 are a very diverse state, both in terms of our rich  
18 diversity of ethnic and racial groups, but also very  
19 diverse in terms of the wealth gap, and the urban versus  
20 rural divides, and we have many layers of government,  
21 sometimes seeming like they're working at cross-purposes,  
22 even though we all have the same general set of  
23 directions.

24 So I think it's important to acknowledge that  
25 Governor Newsom has really made it clear in his Executive



1 Orders, as well as his appointments, frankly -- and I say  
2 this in acknowledgement of my colleagues here from HCD,  
3 and CTC, and CalSTA that he wants us to be working  
4 together to accomplish this mix of goals, and make them  
5 come together in ways that are mutually reinforcing, so  
6 that we can have the kind of cleaner, more sustainable,  
7 more equitable society as a state that we all would like  
8 to enjoy and have here available for our children as well.

9           We are also, as we have acknowledged, going  
10 through a very bad time in our country, for our states and  
11 our cities. The economic collapse due to the COVID-19  
12 pandemic has not left us, and we're going to have to find  
13 ways to restart the economy. It does appear that we will  
14 have a new President in January. I think that now seems  
15 pretty clear, but probably not fundamental changes in the  
16 Senate or the House, which means, you know, continued  
17 divisiveness, but obvious necessity to infuse more federal  
18 funding into -- into states and local governments, if  
19 we're going to be able to address any of these issues that  
20 we're talking about and put people back to work in our  
21 economy.

22           So I feel like California is now in a position  
23 where we can put forth some really creative and powerful  
24 suggestions for how to do that kind of stimulus and  
25 economic recovery in a way that accomplishes all of our

1 goals as well. And I am very confident that this group of  
2 people is going to be able to succeed.

3 So it's been a real pleasure for me to work with  
4 you on these issues over the past few years and from  
5 wherever I am after January, I will look forward to  
6 continuing to keep an eye on you.

7 And with that, I want to thank you and close this  
8 meeting. We'll see you -- or you will all be reconvening  
9 as a group, but staff will be working in between times  
10 until -- until this group meets again in 2021.

11 So thanks to all who participated. Thanks to all  
12 the Boards, Commission members and all the members of the  
13 public who have chosen to spend a very good chunk of their  
14 day with us. It's much appreciated.

15 Bye-bye.

16 SECRETARY KIM: Thank you, Mary.

17 (Thereupon the California Air Resources Board,  
18 California Transportation Commission and  
19 California Department of Housing and Community  
20 Development meeting adjourned at 3:08 p.m.)  
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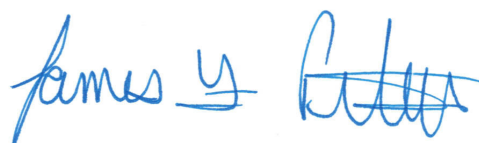
## C E R T I F I C A T E O F R E P O R T E R

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 18th day of November, 2020.



JAMES F. PETERS, CSR  
Certified Shorthand Reporter  
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