

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 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 mall 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 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

1 A F T E R N O O N S E S S I O N

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

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

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

6 CARB BOARD MEMBER DE LA TORRE: Yes.

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

9 CARB BOARD MEMBER DE LA TORRE: Yep.

10 CARB BOARD CLERK SAKAZAKI: Thank you.

11 CARB BOARD MEMBER DE LA TORRE: Thank you.

12 Welcome back, everybody. Sorry for the little bit of
13 delay. We had some technical issues.

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

20 Now, we will hear an update about a draft action
21 plan, that is being developed jointly by an interagency
22 working group to support the agencies as we address some
23 of those same issues. Last year, the Governor issued
24 Executive Order N-19-19, which is -- which calls for
25 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 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.

1 --o0o--

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

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

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

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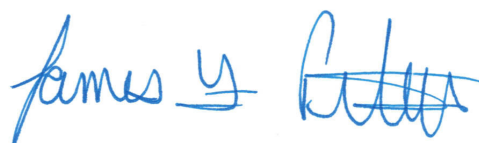
C E R T I F I C A T E O F R E P O R T E R

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
License No. 10063