

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

GOTOWEBINAR PLATFORM

THURSDAY, APRIL 8, 2021

9:00 A.M.

JAMES F. PETERS, CSR  
CERTIFIED SHORTHAND REPORTER  
LICENSE NUMBER 10063

APPEARANCES

CARB BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Supervisor Nathan Fletcher

Senator Dean Florez

Davina Hurt

Gideon Kracov

Tania Pacheco-Werner, PhD

Barbara Riordan

Supervisor Phil Serna

Professor Daniel Sperling

Diane Takvorian

CTC COMMISSIONERS:

Hilary Norton, Chair

Bob Alvarado, Vice Chair

Rocco Davis

Lee Ann Eager

Darnell Grisby

Carl Guardino

Fran Inman

APPEARANCES CONTINUED

CTC COMMISSIONERS:

Joseph Lyou, PhD

Michelle Martinez

CALIFORNIA TRANSPORTATION AGENCY:

Darwin Moosavi, Deputy Secretary, Environmental Policy and Housing Coordination

CARB STAFF:

Richard Corey, Executive Officer

Edie Chang, Deputy Executive Officer

Chanell Fletcher, Deputy Executive Officer

Annette Hebert, Deputy Executive Officer

Ellen Peter, Chief Counsel

Analisa Bevan, Assistant Division Chief, Sustainable Transportation and Communities Division (STCD)

Mario Cruz, Branch Chief, Climate Investments Branch, STCD

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

Jennifer Gress, Division Chief, STCD

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

CTC STAFF:

Mitch Weiss, Executive Director

Tanisha Taylor, Chief Deputy Director

APPEARANCES CONTINUED

CTC STAFF:

Laura Pennebaker, Acting Deputy Director

Brigitte Driller, Assistant Deputy Director

Julia Kingsley, Assistant Deputy Director

Brandy Fleming, Analyst, Administration and Financial Management

Doug Remedios, Clerk of the Commission

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
STAFF:

Gustavo Velasquez, Director

Megan Kirkeby, Deputy Director

Paul McDougall

Claudia Mildner

DC Navarrette

Kevan Rolfness

Josh Rosa

Weston Starbird

Daniella Stepek

SPECIAL GUESTS:

Tyson Eckerle, Deputy Director, Zero Emission Vehicle Market Development, Governor's Office of Business and Economic Development

Kyle Krause, Assistant Deputy Director, Codes & Standards, California Department of Housing and Community Development

APPEARANCES CONTINUED

SPECIAL GUESTS:

Terea Macomber, Electric Vehicle Director, GRID Alternatives

Yuliya Shmidt, Advisor to Commissioner Rechtshaffen, California Public Utilities Commission

ALSO PRESENT:

Will Barrett, American Lung Association

Kurt Brotcke, Orange County Transportation Authority

Amber Crabbe, San Francisco County Transportation Authority

Martin Espinoza, Northern California Carpenters Regional Council

Bill Higgins, California Association of Councils of Governments

Ryan Kenny, Clean Energy

Byrn Lindblad

Bill Magavern, Coalition for Clean Air

Anna Moneymaker, LA Metro

Tyler Munzing, American Council of Engineering Companies, California

Kami Peer, NextGen California

Nailah Pope-Harden, ClimatePlan

Julia Randolph

Ray Traynor, San Diego Association of Governments

Kiana Valentine, Transportation California

APPEARANCES CONTINUED

ALSO PRESENT:

Jennifer Ward, Orange County Business Council

Chris Wilson, Los Angeles County Business Federation

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PROCEEDINGS

1  
2 CTC CHAIR NORTON: Okay. Good morning, everyone.  
3 Today is a joint meeting of the California Transportation  
4 Commission, California Air Resources Board, and California  
5 Department of Housing and Community Development. I am  
6 Chair Hilary Norton of the California Transportation  
7 Commission. And it is a pleasure to welcome you on behalf  
8 of myself and all of the other participating agencies.

9 First and foremost, I would like to ask Douglas  
10 Remedios of our staff to call the roll for the  
11 Transportation Commission today.

12 CTC CLERK REMEDIOS: Good morning.

13 Commissioner Alvarado?

14 CTC VICE CHAIR ALVARADO: Yes, sir.

15 CTC CLERK REMEDIOS: Commissioner Davis?

16 CTC COMMISSIONER DAVIS: Here.

17 CTC CLERK REMEDIOS: Commissioner Eager?

18 Commissioner Eager?

19 CTC COMMISSIONER EAGER: Here.

20 CTC CLERK REMEDIOS: Commissioner Grisby?

21 CTC COMMISSIONER GRISBY: Present.

22 CTC CLERK REMEDIOS: Commissioner Guardino?

23 CTC COMMISSIONER INMAN: Present.

24 CTC CLERK REMEDIOS: Commissioner Inman?

25 CTC COMMISSIONER INMAN: Present

1 CTC CLERK REMEDIOS: Commission Kehoe?

2 Commissioner Lyou?

3 CTC COMMISSIONER LYOU: Here.

4 CTC CLERK REMEDIOS: Commissioner Martinez?

5 CTC COMMISSIONER MARTINEZ: Present.

6 CTC CLERK REMEDIOS: Commissioner Tavaglione?

7 Chair Norton?

8 CTC CHAIR NORTON: Present.

9 It is now my honor --

10 CTC CLERK REMEDIOS: (Inaudible)

11 CTC CHAIR NORTON: Thank you -- to call on Chair  
12 Randolph to ask for CARB's Clerk to call the roll of the  
13 CARB Board members.

14 CARB CHAIR RANDOLPH: Good morning. Thank you,  
15 Chair Norton. Clerk Sakazaki, can you call the roll,  
16 please?

17 CARB BOARD CLERK SAKAZAKI: Thank you, Madam  
18 Chair.

19 Dr. Balmes?

20 Mr. De La Torre?

21 Mr. Eisenhut?

22 Mr. Eisenhut?

23 Supervisor Fletcher?

24 Senator Florez?

25 CARB BOARD MEMBER FLOREZ: Florez, here.

1 CARB BOARD CLERK SAKAZAKI: Assemblymember

2 Garcia?

3 Ms. Hurt?

4 CARB BOARD MEMBER HURT: Davina Hurt present.

5 CARB BOARD CLERK SAKAZAKI: Mr. Kracov?

6 CARB BOARD MEMBER KRACOV: Here.

7 CARB BOARD CLERK SAKAZAKI: Dr. Pacheco-Werner?

8 CARB BOARD MEMBER PACHECO-WERNER: Present.

9 CARB BOARD CLERK SAKAZAKI: Mrs. Riordan?

10 CARB BOARD MEMBER RIORDAN: Here.

11 CARB BOARD CLERK SAKAZAKI: Supervisor Serna?

12 CARB BOARD MEMBER SERNA: Here.

13 CARB BOARD CLERK SAKAZAKI: Professor Sperling?

14 CARB BOARD MEMBER SPERLING: Here.

15 CARB BOARD CLERK SAKAZAKI: Ms. Takvorian?

16 CARB BOARD MEMBER TAKVORIAN: Here

17 CARB BOARD CLERK SAKAZAKI: Vice Chair Berg?

18 Chair Randolph?

19 CARB CHAIR RANDOLPH: Here.

20 CARB BOARD CLERK SAKAZAKI: Madam Chair, we have  
21 a quorum.

22 CARB CHAIR RANDOLPH: Thank you.

23 CTC CLERK REMEDIOS: Madam Chair, I noticed that  
24 Mr. Balmes is now on and Commissioner Guardino is trying  
25 to get on. He's just having some technical difficulties.

1           CTC CHAIR NORTON: Thank you so much. And I also  
2 want to recognize the head of Housing and Community  
3 Development, Gustavo Velasquez, for joining us. Thank you  
4 for being here. We are going to begin our welcoming  
5 remarks. And we'll be calling on you after Chair  
6 Randolph.

7           So good morning, fellow Commissioners, Board  
8 Members, and HCD leadership. This past year has presented  
9 many challenges and hardships for many of us. It's also  
10 been an opportunity to learn and grow from not only each  
11 other, but from the challenges and obstacles we have  
12 faced. I want to recognize CTC staff for thoughtfully  
13 developing a Racial Equity Statement that the Commission  
14 approved in January and vowing to prioritize equity and  
15 inclusivity in transportation planning as we move forward  
16 together. I'm pleased that we are going to be impaneling  
17 our equity roundtable and we are going to embark on equity  
18 listening sessions in partnership with CalSTA and  
19 CalTrans.

20           I want to take a moment to welcome CARB Chair  
21 Liane Randolph to participate with us at her first joint  
22 meeting as well as Board Member Tania Pacheco-Werner and  
23 my friend, Board Member Gideon Kracov who were both  
24 appointed in December 2020. It was a pleasure to get a  
25 chance to talk to CARB Chair Randolph and I'm looking

1 forward to our joint meeting today and what we'll  
2 accomplish together.

3 I would also like to recognize and welcome our  
4 newly appointed CTC Commissioner, Commissioner Darnell  
5 Grisby, who was appointed to the Commission on March 19th,  
6 2021 and congratulate Commissioner Joe Tavaglione for his  
7 reappointment to the Commission.

8 Additionally, I want to thank the individuals who  
9 have joined us via the web for this important meeting.  
10 I'm really looking forward to the presentations we will  
11 here today. And I want to thank the staff at the  
12 California Transportation Commission for hosting today's  
13 virtual meeting. During the meeting, members of the  
14 public will be provided an opportunity to provide comments  
15 during each agenda item. It's important that you hear  
16 this as there are two options for participants to provide  
17 comments during the public comment period.

18 One, if you wish to speak, you may click on the  
19 hand icon to indicate you wish to speak. You will then be  
20 unmuted and called upon to make your comment. Two, if you  
21 prefer to provide your comment in writing, you may use the  
22 questions tab to type in your comment. Commission staff  
23 will read in the comment on your behalf. Please be sure  
24 to state your name and affiliation prior to voicing your  
25 remarks. Please do your best to be concise with your

1 comments. Also, please make sure that your comments add  
2 new information. If you agree with the comments of  
3 previous speakers, simply make that statement.

4           Since we often have many speakers, we ask that  
5 you make your point in three minutes or less. If for some  
6 reason we have many, many speakers on a particular topic,  
7 I do reserve the right to limit comments to one minute  
8 only. I would also like to mention that we will endeavor  
9 to take a 30-minute lunch break promptly scheduled for  
10 11:45 to 12:15 today.

11           Before I turn the gavel over to Chair Randolph, I  
12 wanted to provide some brief remarks on behalf of the  
13 California Transportation Commission.

14           First, the CTC is committed to provide --  
15 promoting equity and active sustainable transportation  
16 through our work. For example, myself and Executive  
17 Director Weiss, alongside Transportation Secretary Kim and  
18 Caltrans Director Omishakin have been meeting with members  
19 of California's congressional delegation to discuss  
20 prioritizing these areas, such as funding additional  
21 transportation with bus funding for transit operators  
22 through managed lanes, increased assistance for transition  
23 to zero-emission buses, and flexibility as we look at  
24 moving to zero-emission freight.

25           We are excited to partner with the federal

1 government to make our transportation system more  
2 efficient, safer, cleaner, and sustainable, and  
3 particularly encouraged by the framework of the Build Back  
4 Better plan for our nation's infrastructure.

5 We will, in addition, be announcing later in the  
6 meeting, our work on holding new workshops on the  
7 Governor's CAPTI plan and we'll be discussing that when  
8 that item comes up after our lunch.

9 Thank you very much and that concludes my  
10 remarks. And now I'm pleased to call on Chair Randolph  
11 for her opening remarks.

12 CARB CHAIR RANDOLPH: Thank you, Chair Norton,  
13 for that warm welcome. And thanks to the Commission for  
14 hosting this meeting this morning. And good morning to  
15 everyone here with you. I'm very pleased to be at my  
16 first CARB, CTC, and HCD joint meeting. And I also would  
17 like to extend my congratulations to newly appointed  
18 Commissioner Darnell Grisby, reappointed Commissioner Joe  
19 Tavaglione, and also our new Board members here at CARB.  
20 And so I'm looking forward to working with all of you.

21 It's really great to have this forum where our  
22 three agencies can share knowledge, and focus our energy  
23 on actions that move us further toward meeting  
24 California's goals for climate, air quality,  
25 transportation, and housing. I'm really looking forward

1 to our discussions and looking for areas of coordination  
2 and collaboration.

3 I find it really encouraging, as Chair Norton  
4 mentioned, that all three of our agencies have really  
5 increased our focus on equity. And I think it's important  
6 for us to be clear about why we need to infuse equity into  
7 our work. There are many long-standing policies and  
8 structures that were built by government agencies based on  
9 historically inequitable practices. So when we come  
10 together to talk about air pollution, transportation, and  
11 housing, I really think it's important that we acknowledge  
12 these past and ongoing inequities and have robust, open  
13 discussions about the fundamental changes that need to  
14 happen to move us forward.

15 We need to move beyond just status quo. So I'm  
16 eager to have those discussions and to hear from our  
17 stakeholders about how we can advance equity as we  
18 transition to a zero-emission future.

19 During my time at the Public Utilities  
20 Commission, we established requirements for many programs  
21 and investments that are critical for the transition to  
22 zero-emission cars and other carbon-free transportation.  
23 It's clear to me that this movement away from fossil fuels  
24 really requires concerted interagency effort. And these  
25 joint meetings are an excellent opportunity to take our



1 collective work to the next level.

2 To achieve these major transformations that are  
3 needed to reach our shared goals, you know, we need to  
4 think beyond just these two meetings that we do twice a  
5 year. It's going to take all of us to continuously work  
6 together throughout the year. I know our respective staff  
7 members have really been increasing their collaboration  
8 and strengthening their partnerships between these  
9 meetings. And this type of coordination is going to be  
10 essential to ensure that we make progress.

11 Today's focus on zero-emission vehicles and  
12 sustainable transportation infrastructure is just one  
13 example of how we can work together and with other  
14 stakeholders to implement Governor Newsom's Executive  
15 Orders.

16 CARB has been working for decades to enact  
17 vehicle standards that require zero-emission technologies,  
18 and we have many current and upcoming regulations that are  
19 designed to meet those targets. It will require sales of  
20 all new passenger vehicles and light trucks to be zero  
21 emission by 2035. For drayage trucks and off-road  
22 vehicles, we want a full transition to zero-emission by  
23 2035, where feasible, followed by heavy-duty and buses  
24 that would make a full transition to zero by 2045.

25 In addition to these regulations, we'll need to

1 work with your agencies and many others to reduce vehicle  
2 miles traveled, or VMT. Even after new car sales become  
3 fully zero emission, 30 percent of passenger vehicles will  
4 still be gas powered in 2045. So our state's reliance on  
5 automobiles also harms our public health environment and  
6 economy with disproportionate impacts on low income  
7 communities and communities of color.

8 So zero emissions is not enough. We will also  
9 need to drive less and our agencies need to support a  
10 broad range of mobility options to make that possible.

11 The Climate Action Plan for Transportation  
12 Infrastructure, or CAPTI, on the agenda today is an  
13 important opportunity to better align our investments to  
14 support this goal. So I'm really looking forward to that  
15 discussion today.

16 And as I mentioned, I'm really excited to see  
17 that all three of our agencies have increased the focus on  
18 internal diversity and equity and we've all designated  
19 staff to lead those efforts. So I'm eager to build  
20 productive relationships going forward, and to learn more,  
21 and understand about your agencies and programs.

22 And so with that, I will pass it back to you,  
23 Chair Norton.

24 CTC CHAIR NORTON: Thank you so much, Chair  
25 Randolph. And it is really a pleasure to see how our

1 agencies are working together. And I really appreciate  
2 our goals mutually to see that we can use these important  
3 meetings to collaborate, ask important questions and  
4 understand how each agency is viewing some of these items.  
5 And so it is wonderful that you're setting the stage for  
6 that and I thank you for that.

7           Next, I'd like to call on Director Velasquez from  
8 California Department of Housing and Community  
9 Development. Director Velasquez, your opening remarks.

10           HCD DIRECTOR VELASQUEZ: Thank you, Madam Chair  
11 Norton, and thank you and welcome Madam Chair Randolph.  
12 It's great to see you here in our first joint meeting.

13           This collaboration, as you all know, of our three  
14 entities continues to be vital, given California's  
15 ambitious goals for housing production, for more and  
16 cleaner transportation and for climate change and air  
17 quality. And for every goal we'll talk about today and in  
18 the meetings after today, each of our agencies holds a  
19 different piece of the puzzle and different pieces that  
20 are equally important.

21           So looking forward to the updates today. I know  
22 we'll be talking about California's work to transition to  
23 zero-emission vehicles by 2035. This is -- this is  
24 incredibly important. This is an economy-wide transition,  
25 not just an issue of transportation and air quality. And

1 it's also about providing the infrastructure so drivers of  
2 zero-emission vehicles can refuel.

3           As some of you know, our Department, HCD, has  
4 been working productively with CARB to ensure residential  
5 projects provide sufficient charging stations for tenants  
6 who drive electric vehicles. A lot of these conversations  
7 just happened very recently.

8           Now, as we pursue new building standards, we must  
9 also concentrate as, you know, how does this affect our  
10 other priorities. Installing and maintaining EV chargers  
11 comes with cost. And I think California has by far the  
12 biggest housing production cost anywhere in the country.  
13 Some of the highest production costs for housing in the  
14 world. And if those costs are too high, you know, will  
15 they increase the rents that tenants must pay, low income  
16 tenants, and will this make homes less affordable?

17           Arguably the unintended consequences here can --  
18 and include inequities. And you both have spoke very  
19 clearly about the importance in this administration to  
20 come and strengthen our agendas with an equity lens. So  
21 in these negotiations, we have to ask ourselves could the  
22 increased cost price-out housing projects completely. So  
23 we're sensitive to the risk that adding EV charging costs  
24 to residential construction, including actions that could  
25 actually increase vehicle miles traveled by chasing

1 potential development out of the higher priced jobs-rich  
2 areas.

3           These are questions that we're aware and continue  
4 to tackle with CARB, with CTC, with the stakeholders, with  
5 many other agencies. And each of us brings different  
6 perspectives and objectives. And I believe today what  
7 you'll hear is the outcome of these conversations that I  
8 would characterize as outcomes that were -- that are  
9 balanced with a lot of strategic thinking, owing to  
10 perspectives and expertise of numerous agencies and  
11 stakeholders.

12           And as we continue to move forward with these  
13 important advancements in California's Building Code, we  
14 must continue to do so in a coordinated way. So I want to  
15 express my deep appreciation to this collaboration  
16 happening around this recent Green Code recommendations  
17 about these building standards.

18           And, you know, today, we'll also understand -- we  
19 will hear about California's State Transportation Agency  
20 on its draft plan to reduce as well greenhouse gases by  
21 reducing VMTs. I thank CalSTA for involving our  
22 department closely in the development of its Climate  
23 Action Plan for Transportation Infrastructure.  
24 Accelerating housing production in jobs-rich areas must be  
25 part of the solution, because reducing vehicle miles

1 traveled has as much to do with the destinations as it  
2 does with the mode of travel between them.

3           And this is one reason why our Department has  
4 been so focused on infill and transportation efficient  
5 housing production. We have -- we have to put so much  
6 emphasis on that. HCD oversees the regional housing needs  
7 allocation process and directly administer it for rural  
8 counties. This includes administering new statutory  
9 objectives for the sixth cycle, the very complicated  
10 upcoming sixth cycle that increases dramatically the  
11 number of housing that local jurisdictions have to  
12 produce, but it has to be with priorities, infill  
13 development, protection of environmental and agricultural  
14 resources, growth near transit, and reduction of  
15 greenhouse gases. Those four are important principles as  
16 we expect a lot more housing production in the next few  
17 years.

18           And as a result, new local housing elements must  
19 plan again for increased numbers of affordable homes  
20 closer to where Californians need to be every day reducing  
21 VMTs as much as possible.

22           In February, our Affordable Housing and  
23 Sustainable Communities Program in partnership with the  
24 Strategic Growth Council issued a notice of funding for  
25 more than \$400 million to fund precisely transit-oriented

1 housing and transit improvements. This coming month, we  
2 will issue an infill infrastructure grant program that  
3 we'll use close to another \$200 million for infrastructure  
4 improvements needed to support infill residential or  
5 mixed-use development. I will use the phrase that  
6 recently Marcia Fudge, the new Secretary of HUD used,  
7 housing is infrastructure. And I agree Chairwoman Norton,  
8 we're very excited to see what is developing in D.C.  
9 thanks to President Biden's big bold infrastructure plan.

10           Again, I'm just really excited to this  
11 collaboration sixth cycle. Again housing elements are  
12 coming up, very ambitious goals that we have to  
13 significantly increase production. But we have to do  
14 it -- housing production, but we have to do it in a way  
15 that is smart. And as long as the three of our entities  
16 are talking, collaborating, strategically planning, I  
17 think we can achieve common objectives that are equally  
18 important.

19           Thank you very much.

20           CTC CHAIR NORTON: Thank you very much, Director  
21 Velasquez for those very thoughtful remarks. And I think  
22 that one of the things that we have talked about all of  
23 us, as the value of these joint meetings are our ability  
24 to think out loud and collaborate together with the  
25 public, and these opportunities with presentations to talk

1 about the future of California and how we actually  
2 implement the visions that are ahead of us.

3 Governor Newsom and this Legislature by its  
4 courageous act for supporting SB 1 and so many other  
5 pieces of legislation that are moving us forward, and  
6 Governor Newsom's Executive Orders, and the Climate Action  
7 Plan for Transportation and Infrastructure have already  
8 put California on the national map for vision, for moving  
9 to clean air future.

10 Now, we want to be able to put ourselves on the  
11 national map for implementation. And it's through our  
12 collaborative efforts that we will get there and I thank  
13 you all for your time today.

14 With that, we are going to give this opening  
15 remarks section a close. We have no public comment on it.  
16 And we're going to move specifically into our  
17 presentations, because we have four presentations waiting  
18 and they are all quite meaty.

19 Our next item consists of four presentations.  
20 And I will ask my fellow Commissioners, Board members, HCD  
21 leadership, and members of the public to hold your  
22 questions until after we've heard all four presentations,  
23 with the exception of minore clarifying questions. We  
24 look forward to having a robust discussion on the topic of  
25 ZEV transition following the presentations. And all



1 Commissioners and Board members who wish to speak in the  
2 opening remarks, you'll have a chance, as long as you'd  
3 like, to make those observations in this particular item  
4 and the following items.

5           First, it is my pleasure to introduce Tyson  
6 Eckerle, Deputy Director of zero-emission vehicle market  
7 development from the Governor's Office of Business and  
8 Economic Development, or GO-Biz. Thank you, Tyson for  
9 being here today and we really look forward to your  
10 presentation.

11           TYSON ECKERLE: Great. Well, thank you very  
12 much, Chair Norton for your introduction, and Chair  
13 Randolph, and Director Velasquez. I'm excited to brief  
14 people on where we are.

15           And so I think maybe I'll pull up our slide deck.

16           (Thereupon a slide presentation.)

17           TYSON ECKERLE: But really what we ought to talk  
18 about today is the efforts under Governor Newsom's  
19 leadership to do our-zero emission vehicle market  
20 development strategy. And really this is -- developing  
21 the ZEV market is by definition a team sport. It takes  
22 all of us and more of us to make this all happen. And so  
23 what we're trying to do with this effort is to bring it  
24 all together.

25           If you'd go to the next slide --



1 thing is really establishing clear roles and objectives  
2 for each agency, and major stakeholder group, because we  
3 all have a big role to play in this. And then it's all  
4 about collective problem solving, right?

5           It's bringing people together to solve these  
6 problems. No one -- no one group has all the answers or  
7 all the solution sets. And so that's part of the -- I  
8 think we're trying to develop a real -- an ecosystem of  
9 action. And then the fifth one is just ensuring that  
10 we -- the lessons learned are accessible and incorporated  
11 going forward. And ideally, we're trying to take the  
12 action and decision-making and put it as close to the  
13 ground as possible, as close to the people who have the  
14 most information, and really empower the actors in the  
15 market to exceed expectations.

16           And it's already happening. You've seen some of  
17 the announcements, even just from Governor Newsom's  
18 Executive Order, which seems -- which is very ambitious in  
19 September and now all of a sudden you're seeing, you know,  
20 automakers stepping up and backing that up as well. So  
21 it's happening quickly.

22           If you go to the next slide --

23   --o0o--

24           TYSON ECKERLE: -- this is kind of an anchoring  
25 view of what we're thinking about for the market

1 development strategy. So we're organizing around the four  
2 core market development pillars, that's vehicles, it's  
3 infrastructure, the end users, and workforce. And the  
4 idea being these pillars each have to be in balance to  
5 move the market forward. If one falls out of whack, we  
6 slow down.

7           So it's built on a foundation of our core  
8 principles. And you know, Chair Randolph, everybody I  
9 think on this dais -- or the artificial dais, hinted at  
10 equity, right? And so we're really being intentional  
11 about getting equity into every decision. And so that's  
12 something we're continually challenging ourselves,  
13 everything that we do, making sure that we are keeping our  
14 priority communities in mind.

15           It's the idea of embracing all ZEV pathways. You  
16 know, that's battery electric, it's fuel cell electric,  
17 it's high-speed rail, it's -- you know, all those tools  
18 that we have that are zero emission. The idea of  
19 collective problem solving, which I talked about. Also  
20 public, you know, complementing private. You know, the  
21 public policy it can help increase certainty, but we need  
22 private capital to really scale the market, you know, to  
23 get from where we are to where we need to be.

24           And then we have real opportunities to design --  
25 to design for resilience and adaptation. You'll hear a

1 little bit more from CPUC later today. But you know, it's  
2 a -- it's not just a challenge, but it's also an  
3 opportunity to make our energy system more resilient. And  
4 then, you know, these pillars feed up into the core  
5 outcomes that we're looking for, you know, air quality,  
6 reduced greenhouse gas emissions, mobility access, which  
7 is a big part I think of what we're talking about today,  
8 and then economic development and jobs, you know, with the  
9 ultimate goal of large-scale equitable market development.

10 And so if we go to the next slide --

11 --o0o--

12 TYSON ECKERLE: -- you know, there's one of --  
13 the ZEV strategy website we've built out is really kind of  
14 our anchoring point. So this is the public website. You  
15 know, it has our targets. It will be built out through  
16 time. It has the latest information, you know, the  
17 documents. We're going to add a metrics portal that's --  
18 you know, a lot of this is in development.

19 If you go to the next slide.

20 --o0o--

21 TYSON ECKERLE: So housed in that website, you  
22 can get to the ZEV strategy document. And I put this  
23 table -- I'm not going to go through the table, but it's  
24 just a snapshot of stuff that's in the document. And  
25 it -- right here, we have -- this is from NGOs, right?

1 And I Bring that up, because we have objectives for 12  
2 stakeholder groups. You know, one of those stakeholder  
3 groups is agencies. State agencies have the most detail.  
4 But we're not losing sight of these core, you know, NGOs,  
5 private industry.

6           What we've done within each of those groups, we  
7 try to identify a clear lead for each of the pillars, if  
8 there -- if one exists. And then, there's -- you can see  
9 a lot of supporting roles as well. But this document, the  
10 idea is to update it every three years and kind of set --  
11 use it as a North Star document.

12           And so if you go to the next slide --

13                           --o0o--

14           TYSON ECKERLE: -- still kind of looking at the  
15 ZEV strategy document, this is an ex -- we use GO-Biz as  
16 an example just 'cause, you know, we can expose ourselves  
17 that way. But the -- we set out clear objectives for each  
18 of the agencies. And these are the things that, you know,  
19 over the course of these three years each State agency  
20 would be focusing in on, the ZEV strategy being one of  
21 them, you know, if you look at the top graphic.

22           And then also the key documents. And it was, you  
23 know, some of the lists, like you look at CARB, for  
24 example, there's a lot of -- there are a lot of key  
25 documents that are pivotal to market understanding. We

1 want to get those all in one place, so people understand  
2 where the decisions are being made, where the analysis is  
3 being done.

4 Then to go to the next slide, we want to --

5 --o0o--

6 TYSON ECKERLE: It's one thing to set objectives,  
7 but -- and, you know, I heard a good quote recently, it's,  
8 you know, strategy is easy, execution is hard. These  
9 State agency action plans are really about execution. So  
10 it's taking those objectives and then identifying the key  
11 results and actions that we want each agent -- that each  
12 agency has identified to help move those objectives  
13 forward.

14 And this is really where we're going to be  
15 focused on collect -- collecting the lessons learned. So  
16 the -- these are annual plans. We just published them on  
17 our website. You can look. You can click on the logos of  
18 each of the agencies and see what they're up to. And then  
19 at the end of the year, we'll go back. Okay, what did we  
20 achieve, what did we fall short of, why -- you know, why  
21 did we fall short or why did -- what did we -- why were we  
22 successful, and then apply that for the next action plan  
23 going forward. And so we'll kind of have this cadence of  
24 annual plans to keep pushing things.

25 And I'd encourage you to take a look. And

1 there's some -- you know, some agencies you might not have  
2 thought of that have a -- have a pretty important role to  
3 play. There's 29 agencies in all that are captured here.

4 If you go to the next slide --

5 --o0o--

6 TYSON ECKERLE: -- You know I wanted to focus in  
7 on today, you know, kind of -- so there's lots of  
8 different ways you can skin -- or skin the cat. That's  
9 not -- I don't feel like that's a good analogy, but it  
10 came to my head. So sorry to --

11 (Laughter.)

12 TYSON ECKERLE: -- it went down that road.

13 But, you know, the three agencies we're talking  
14 about today -- and you could do this for any number of the  
15 29 agencies. But really, if you kind of pull them all  
16 together, it's really investing and planning to get people  
17 out of cars, and if -- or if they're in cars in -- or  
18 freight is in -- you know, or into zero-emission vehicles.

19 And so what I've done here in my handwriting --  
20 and sorry, I've really enjoyed the Surface pen, but that  
21 I've just put a very quick summary of the objectives of  
22 each of the agencies. And so if you look at the, you  
23 know, Air Resources Board, Air Resources Board is kind of  
24 the heart and soul of the ZEV market. You know, they set  
25 the pace, it's health, it's greenhouse gases, driving



1 forward.

2 But underlining -- you know, so the -- they're  
3 responsible for analysis, for regulations, for incentives,  
4 I've underlined in green. Those are places where within  
5 the action plan CARB is actively called out collaboration  
6 with the California Transportation Commission, for  
7 example.

8 And then if you look at market expansion, that's  
9 an active collaboration with the -- with CH -- with the  
10 Housing -- C -- HCD, sorry. And so -- and same thing for,  
11 you know, the California Transportation Commission, you  
12 know, regional planning calls out collaboration with the  
13 Air Resources Board. And so there's lots of opportune --  
14 and going through was kind of a fun exercise in  
15 preparation for this panel. There's probably more that we  
16 missed, you know. And so what we were challenging the  
17 agencies, you know -- not challenging, but what we gave  
18 direction for is really to focus in on where -- who do you  
19 need for the collaborate -- to collaboration with and what  
20 can you do to get equity into every decision, make sure  
21 we're taking care of priority communities. So that's kind  
22 of, you know, for today.

23 And then if we go to the next slide --

24 --o0o--

25 TYSON ECKERLE: -- the final piece that we're

1 working on, so after the agency action plans, is this idea  
2 of annual pillar priority action plans. I've already  
3 changed the organization of this. But what we're trying  
4 to do is bring everything together, because, you know, the  
5 market doesn't evolve in just these four siloed pillars.  
6 It's bringing everything together. And so this action  
7 plan will take into account in each of the pillars what do  
8 we need to do to help move the market forward? There's,  
9 you know, the idea of increasing shared understanding of  
10 progress within each of those pillars, you know, what's  
11 happening backbone policy development, and, you know,  
12 where's regional leadership.

13           But then if you roll it all up and you look, you  
14 know, from a holistic view, the things that really need to  
15 happen -- you know, we need infrastructure. It's a key  
16 enabler for the market. We need people to get off gas.  
17 We need them to say yes to zero emission, or yes to living  
18 without a car, or, you know, getting freight into cleaner  
19 -- cleaner freight options.

20           Once we have those two components, you know, if  
21 you're kind of working your way around the circle, we got  
22 to get scale and focus on increasing investor confidence  
23 and bringing private capital into the market. And then,  
24 of course, you know, being California and we have a great  
25 leg up, we have 34 manufacturers in California of

1 zero-emission vehicles. It's really building the industry  
2 here, making sure we get those economic development  
3 opportunities. And then finally, it's about  
4 implementation and pulling this all together. So that  
5 would be one kind of the multi-pillar action plan.

6 We're also working on an equity engagement  
7 strategy closely with all the agencies who have their  
8 hands in equity. And really just if there's one word  
9 about that, it's listening, right? It's going out to the  
10 communities, making sure that we're hearing from  
11 communities, you know, and making sure that we all  
12 understand who is doing what, and how we can engage, and  
13 that we're not asking the same things of the same people  
14 in multiple agencies, but really having a unified approach  
15 going forward. So it's a really important piece.

16 And so if you go to the next slide --

17 --o0o--

18 TYSON ECKERLE: -- this -- you know, on the  
19 website we have a sign-up link to stay engaged. We call  
20 it our roll-up-your-sleeves list. This is -- these are  
21 people who are willing to be emailed more frequently and  
22 get feedback. We're trying to create, you know, that  
23 sense of that team sports.

24 And then finally, I just wanted to introduce kind  
25 of the rest of the panel is the next slide.

1                   --o0o--

2                   TYSON ECKERLE: You know, just the connection,  
3 right. If you look at HCD, it's the multi-family building  
4 standards, which, you know, really is crucial and enabling  
5 easier ZEV adoption. And then you'll hear from CPUC, it's  
6 about grid resilience and vehicle grid integration. You  
7 know, how do we create that robust energy system that is  
8 dependable through time.

9                   And then Access Clean California with GRID  
10 Alternatives. I think, you know, it showcases and  
11 highlights how important NGO partnership is, its success,  
12 especially as we work to advance equity. And I just want  
13 to keep mind, you know, there are 24 other agencies that  
14 aren't -- we aren't directly talking about here who have a  
15 hand in the market and multiple stakeholders who have  
16 pivotal roles to play. And so we're just trying to pull  
17 that all together and create that ecosystem of success.

18                   And so with that, I'll hand it over. Thank you  
19 very much for your attention. And look forward to the  
20 questions later.

21                   CTC CHAIR NORTON: Thank you very, very much,  
22 Tyson. And it was very, very helpful to see how you see  
23 all of our agencies and we'll have more discussion about  
24 that later. We really appreciate your robust presentation  
25 today.

1           Our second presentation will be provided by Kyle  
2 Krause who works in Codes and Standards at the California  
3 Department of Housing and Community Development.

4           Kyle.

5           KYLE KRAUSE: Yes. Good morning, Madam Chair  
6 Norton and good morning, Madam Chair Randolph.

7           (Thereupon a slide presentation.)

8           KYLE KRAUSE: I'm super excited. And on behalf  
9 of Director Velasquez and the Department of Housing and  
10 Community Development, I'm really happy to present to you  
11 an update on HCD's proposed changes to the CALGreen code.  
12 This will be the 2022 CALGreen code that will be effective  
13 January 1st of 2023.

14           I can also thank Director Velasquez for updating  
15 our mission statement at HCD. The new mission statement  
16 is to promote safe, affordable homes and vibrant inclusive  
17 sustainable communities for all Californians. I mention  
18 this because we really rely on this mission as we endeavor  
19 to strike the balance between housing affordability and  
20 ensuring that we are addressing climate change and safety  
21 of Californians. So that's really an exciting change that  
22 I think really recognizes the issues that we're all  
23 facing.

24           I want to also take the opportunity to thank our  
25 partners in this work. Tyson mentioned that we really

1 rolled up our sleeves. We absolutely rolled up our  
2 sleeves in this work. So I want to thank CARB,  
3 instrumental in working with HCD on this; GO-Biz, Tyson  
4 and Hannah, the Governor's Office; the Building Standards  
5 Commission, I want to recognize them also; the  
6 Legislature; building industry was key in this discussion  
7 and our many EV charging advocates and coalitions for  
8 their valuable input, as we developed the proposal.  
9 Special thanks to Emily Withers on my State housing law  
10 program team. She is not able to join me this morning,  
11 because she's very busy continuing the development of our  
12 building standards packages for submittal.

13 If we could go to the next slide, please.

14 --o0o--

15 KYLE KRAUSE: This work in HCD, its authority is  
16 really important. And I want to mention that we do rely  
17 on our authority in the Health and Safety Code,  
18 specifically the State housing law and building standards  
19 law. This is what guides us and tells us what we should  
20 do as we propose adoption of building standards. It also  
21 sets barriers. Building standards law contains nine point  
22 criteria and that tells us that our proposals cannot  
23 conflict with State law. So building standards is a very  
24 important tool to move forward as we address climate  
25 change and health and safety. And I just wanted to

1 mention that, because I think oft -- I think often there  
2 is either a lack of fully understanding our limitations by  
3 some of our stakeholders and it's important that we do  
4 rely on that guiding statute.

5 Next slide, please.

6 --o0o--

7 KYLE KRAUSE: So electric vehicle charging has  
8 really moved forward. When we adopted the initial  
9 provisions in CALGreen, it really included EV charging  
10 capability. So we go back to Executive Orders by Governor  
11 Brown and Governor Newsom that really give us our guiding  
12 light as we move forward looking at proposing new building  
13 standards. The terminology -- next slide please --

14 --o0o--

15 KYLE KRAUSE: -- that's important to recognize,  
16 as I mentioned, we have EV charging capability. That's  
17 now transitioning to actual EV charging access. So these  
18 terminology are important when we talk about what an EV  
19 charging space is or EV charging station, what is an EV  
20 capable space, or an EV ready space, and then what is  
21 level 2 EV Supply Equipment. These definitions have been  
22 proposed for modification to the CALGreen code to provide  
23 more details as we get into the details of the actual  
24 requirements.

25 So next slide, please. I'll talk more about

1 these as we go.

2 --o0o--

3 KYLE KRAUSE: So in 2019, as I mentioned a minute  
4 ago, we started with EV capable. And this was really  
5 applicable to new single family and townhouses with  
6 attached garages. So this is a panel capacity in the  
7 electrical panel, a raceway, and capability of installing  
8 conductors and receptacles or chargers. We've continued  
9 this forward. It's really the right target for  
10 single-family homes and duplexes. It allows the resident  
11 or owner of these buildings to install the right  
12 conductors, the right overcurrent protection for the  
13 specific charger that they want to use. So we've carried  
14 that forward because that was right mark for a detached  
15 single family next.

16 Next slide, please.

17 --o0o--

18 KYLE KRAUSE: As we move into our really  
19 aggressive changes, we're continuing to bring forward for  
20 multi-family dwellings ten percent of the parking spaces  
21 are going to be EV capable. And this is really to ensure  
22 that we can always install more chargers in the future  
23 that are the high power level 2 charging that provides the  
24 quickest charge when installed. In 2019, there was no  
25 chargers that were required. This was just capability.



1 And if we can go to the next slide --

2 --o0o--

3 KYLE KRAUSE: -- this is where we're really  
4 pivoting to requiring additional charging. So again, for  
5 new hotels and motels we've increased the amount of EV  
6 capable from six percent to ten percent of the parking  
7 spaces. And then we'll go to the next slide.

8 --o0o--

9 KYLE KRAUSE: And when we get into the changes  
10 for 2022 where EV charging access becomes available, now  
11 our proposal that's been submitted to the Building  
12 Standards Commission really for the first time we're  
13 requiring level 2 charging receptacles. So this would be  
14 240 volt receptacles where an EV owner can use the cord  
15 set that comes with their vehicle and plug into a  
16 receptacle in the parking area and charge their vehicle at  
17 low power level 2. And I'll talk more about that in a  
18 little bit.

19 And then in addition to those 25 percent of the  
20 parking spaces, five percent of the parking spaces in new  
21 multi-family dwellings, hotels, and motels will be  
22 required to have level 2 chargers. This is a really  
23 significant step. We are -- with our work with our  
24 stakeholders have arrived at this balance to provide EV  
25 charging access for many residents that want to purchase

1 or already own electric vehicles and need a place to  
2 charge. And charging at their place of residence is  
3 fundamental in allowing people to make that step to  
4 purchase and own an electric vehicle.

5 Next slide, please.

6 --o0o--

7 KYLE KRAUSE: Again, when we're talking about  
8 existing buildings, there was legislation back in 2019, AB  
9 684, that tasked HCD with proposing requirements for  
10 existing buildings to -- existing multi-family buildings to  
11 have EV charging capabilities.

12 So in the 2019 code, the current code, there are  
13 no requirements for existing buildings to provide any type  
14 of EV access. We are proposing for the first time some  
15 requirements for existing buildings that are undergoing  
16 additions of new parking facilities, or alterations of  
17 existing parking facilities, such as installation of a  
18 solar array over the parking area, solar shade structure  
19 many call it. Where if those permitted alterations are  
20 taking place, that we would require in the code ten  
21 percent of those new parking spaces, or altered spaces, to  
22 have EV charging capability. This is really significant.

23 I want to mention back to our authority.  
24 Generally, HCD's authority is for newly constructed  
25 buildings. However, there's a narrow channel that we have

1 in our authority, especially within CALGreen, to propose  
2 requirements to additions or alterations of certain  
3 triggers. So we're carefully threading that needle using  
4 our authority that the Legislature has granted us to try  
5 to find the right spot to -- for the first time address  
6 existing buildings.

7 Next slide, please.

8 --o0o--

9 KYLE KRAUSE: Now, so the voluntary measures --  
10 if any of you aren't aware, CALGreen has mandatory  
11 measures and voluntary measures. CALGreen Tier 1 and Tier  
12 2 are more aggressive voluntary tiers that can be adopted  
13 by local government to enhance the green building  
14 requirements. So these tiers for 2022 CALGreen have been  
15 increased from the baseline mandatory requirements for EV  
16 capable spaces, and that helps local governments provide  
17 that more aggressive requirement based on local needs.

18 Next slide, please.

19 --o0o--

20 KYLE KRAUSE: So this shows what we're talking  
21 about. When I say low power level 2 receptacle, this is  
22 what we're talking about. This is a place that you can  
23 plug in your cord set that comes with your car. So the  
24 cord set is shown in the left picture here coming from the  
25 vehicle up to the receptacle that's on the wall. This



1 faster method of charging.

2 And next slide, please.

3 --o0o--

4 KYLE KRAUSE: Some of the costs that go into  
5 this, CARB staff was very helpful in researching and  
6 providing economic and fiscal impact, another requirement  
7 for submittal to the Building Standards Commission. So  
8 the low power level 2 receptacles range from about \$780 to  
9 little over \$1,400 each, whereas the level 2 chargers are  
10 significantly more. They range from \$2,300 to \$3,700.

11 Sometimes when we're increasing electrical -- or  
12 loads, it requires additional transformers. So the  
13 electrical infrastructure on the site can also be  
14 increased by this proposal. So the addition of extra  
15 transformers or larger transformers will range from \$1,900  
16 to almost \$2,300. The statewide impact over three years  
17 of this proposal is very significant, from 104 million to  
18 182 million over the life cycle of this code proposal.

19 I want to talk a little bit about the three year  
20 proposal. So every three years, we do a triennial  
21 adoption. That's our current cycle. There's also  
22 18-month intervening code adoption cycles. And it's  
23 really important that as these mandatory and voluntary  
24 measures hit the road and take effect, that we continue to  
25 develop the next iteration of CALGreen changes. It will

1 be very important to monitor and get feedback from  
2 building industry and building owners, as these  
3 requirements are put into play out on construction sites,  
4 where we're building these, installing these, people are  
5 using these. We're getting that feedback, so that we can  
6 then, in the intervening cycle and next triennial cycle,  
7 accelerate these to move these forward and put more people  
8 in electric vehicles.

9 Next slide, please --

10 --o0o--

11 KYLE KRAUSE: -- which is the final slide. So I  
12 would like to open it up to any questions for HCD and I'm  
13 happy to take those now.

14 CTC CHAIR NORTON: Thank you. We're going to  
15 take all questions at the end of all the presentations, so  
16 I appreciate you being available. We will be referring to  
17 your presentation. And this was a very helpful -- and I  
18 know a lot of us have questions about this.

19 We're going to go through the -- all  
20 presentations, so we can do that first, and then we really  
21 appreciate you being ready for questions and answers  
22 after.

23 Thank you so much.

24 KYLE KRAUSE: Certainly. Thank you, Madam Chair.

25 CTC CHAIR NORTON: Yes. And our next

1 presentation, our third presentation for today, is going  
2 to be given by Yuliya Shmidt, advisor to Commissioner  
3 Rechtshaffen of the California Public Utilities  
4 Commission.

5 Yuliya.

6 YULIYA SHMIDT: Good morning. Thank you for  
7 having me here.

8 (Thereupon a slide presentation.)

9 YULIYA SHMIDT: And thank you for bringing up my  
10 slides. I was asked to speak in a little more focused way  
11 regarding specifically grid resilience and ZEVs. And so  
12 I'll touch primarily on that.

13 If you could forward the slide, please.

14 --o0o--

15 YULIYA SHMIDT: Thank you. Just a quick outline.  
16 I'll be focusing on resilience, which I agree with Tyson  
17 represents both challenge and an opportunity for ZEVs as  
18 they become a bigger and bigger part of our fleets.

19 So if you could please go on to the next slide.

20 --o0o--

21 YULIYA SHMIDT: So I think we all understand this  
22 pretty well, but I just wanted to give a little bit of a  
23 sense of scale, in terms of how quickly the fleets will  
24 start to rollover, both the light-duty, and the medium-,  
25 and heavy-duty. I know these seem like dates that are

1 pretty far away. But in the world of major  
2 infrastructure, ten years is really just around the  
3 corner. So we are definitely thinking very hard about the  
4 numbers of cars -- and, you know, that includes buses and  
5 medium- and heavy-duty vehicles that we'll be plugging in  
6 very, very soon. And the type of infrastructure that they  
7 will need to meet that load.

8 So I won't go through this exhaustive list. But  
9 the point is merely that we are expecting just massive  
10 numbers of cars to start to become electric, and therefore  
11 plug into the electric grid.

12 Next slide, please.

13 --o0o--

14 YULIYA SHMIDT: So for those of you who don't  
15 know us, we at the California Public Utilities Commission  
16 regulate the electric utilities, that is primarily the  
17 three large electric utilities, PG&E, Southern California  
18 Edison, and San Diego Gas and Electric. There are three  
19 smaller ones as well. And altogether, they provide about  
20 75 percent of the electric infrastructure of the state,  
21 the other quarter being provided by municipal or publicly  
22 owned utilities, such as SMUD and LADWP.

23 So when we think about electric vehicle  
24 infrastructure, we first and foremost think about the  
25 distribution grid, which is going to need to be almost





1 scale. I won't delve into a lot of details, but the PUC  
2 has already authorized substantial investment in TE  
3 infrastructure. And by the way, I -- I'm focused a lot on  
4 electric vehicles, but, of course, ZEVs includes a wider  
5 range of vehicles. And we are starting to think about,  
6 for example, hydrogen fueled vehicles as well, but we've  
7 done a lot more thinking on the ZEV -- on the EV side.  
8 And we've authorized over one and a half billion dollars  
9 for those three major utilities that I mentioned, about  
10 half and half between medium- and heavy-duty, and  
11 light-duty vehicles.

12 Light-duty vehicle infrastructure generally that  
13 we fund at the utilities have major programs in includes  
14 public charging and workplace charging. And public could  
15 be EV stations grocery stores and other destination  
16 centers. We don't do a lot of utility investment in  
17 single-family homes. There's a pretty well-developed  
18 private market there and folks tend to buy their own  
19 charger or use other incentives that are not utility  
20 specific for that, although we do have a few programs  
21 there.

22 So next slide, please.

23 --o0o--

24 YULIYA SHMIDT: So as we've done this sort of  
25 massive investment in transportation electrification and

1 as we think about, you know, substantially more certainly,  
2 we've realized that we probably need a more organized  
3 approach to utility proposals. What we have done in these  
4 last four or five years is as utilities propose programs  
5 be it for, let's say, forklift electrification, or public  
6 charging, or honestly dozens of programs, we've kind of  
7 taken them on one by one. We have a substantial  
8 stakeholder process that is a legal -- legalistic process  
9 that involves evidentiary hearings and testimony.

10           And so it's been, well, frankly somewhat slow to  
11 approve all of these individual proposals. So just last  
12 year, we issued a policy that we hope will streamline  
13 future approvals, called the Transportation  
14 Electrification Framework. It's available there on the  
15 website. It's a pretty massive document and I won't go  
16 into all the sections, but I will touch on the resilience  
17 section, because I know that there's been some concern  
18 among the agencies here, both how vehicles will charge in  
19 times of outages and also how they can help grid needs to  
20 prevent outages or to prevent stress times for the grid.

21           So we touch on the subjects of communication with  
22 customers regarding upcoming outages, build-out of backup  
23 power resources for times when outages are occurring, so  
24 the vehicle can charge. Availability of public charging,  
25 which is a good alternative, if customers cannot charge at

1 home during an outage. And finally, repairing utility  
2 infrastructure after a natural disaster, such as  
3 wildfires, for example, so that EVs can continue to  
4 charge.

5 So if you can please go to the next slide.

6 --o0o--

7 YULIYA SHMIDT: So the type of outage that I  
8 think they're most concerned about is -- it's called a  
9 Public Safety Power Shutoff. If you've read the papers,  
10 you know what that is. And I should back up and say,  
11 outages that we've all experienced over the past decades  
12 are often in kind of the regular course of business for  
13 utility. There can be distribution lines that go down,  
14 and so on and so forth, and those are relatively rare.

15 But a new type of outage that we started to think  
16 about just in the last few years is one that the utility  
17 proactively undertakes because of wildfire threats or the  
18 concern that its infrastructure may spark wildfires.

19 So the CPUC has authorized the use of this type  
20 of outage, the PSPS, but it has issued some very detailed  
21 rules about how it can be used. And -- oh, sorry. I  
22 thought there was a question. The first and foremost that  
23 we think about with regard to EVs is the communication  
24 component. So utilities are required to give notice of  
25 two to three days to customers before performing a PSPS.

1 And the number one thing we hope they do, in addition to  
2 preparing their home or whatever else they need to do, is  
3 charge up their EV to the maximum, so that they're able to  
4 leave the area, if it's necessary.

5 We are also having utilities conduct a detailed  
6 assessment of the effect of PSPS on various components of  
7 transportation, not just EVs, but as I list here, bridges,  
8 and tunnels, and so on, but EVs are among them.

9 And if you could go to the next slide, please.

10 --o0o--

11 YULIYA SHMIDT: Thank you.

12 And we are also highlighting technologies that  
13 utilities need to explore and start to fund that we think  
14 will alleviate some of these concerns. One is mobile EV  
15 fast charging. And I am no expert on the engineering  
16 side, but I think it looks largely like a battery that is  
17 on a vehicle, back of a truck or so on so forth, that can  
18 drive around to areas that are affected by an outage and  
19 folks can plug in.

20 We are emphasizing the communication components  
21 of letting customers know where public charging is  
22 available, especially fast charging, that's level 3 down  
23 here, but also level 2. So that if customers experience  
24 an outage in their home, they cannot charge their EV,  
25 there is somewhere they can go, hopefully nearby, where



1           No. No. Please go on to the next slide.

2           But we are thinking very hard about what happens  
3 to customers as they are more and more dependent on  
4 electricity for their mobility during times of outages.

5           So, we've gone over the challenge component of  
6 resilience, and -- but I also do want to say there is some  
7 exciting opportunities there as well. So one emerging  
8 area is called vehicle-grid integration. And it's a  
9 little bit of a confusing term, because it covers a lot of  
10 sort of different behaviors and software and hardware.  
11 But the essential idea is we would like to optimize how  
12 vehicles interact with the grid as they charge.

13           So the very kind of basic level is VGI that I  
14 have there. And that is something we call smart charging  
15 or managed charging. And that's the idea that the time  
16 where -- that a vehicle chooses to charge - and this could  
17 be your own vehicle. It could be also a large vehicle,  
18 like a bus - really matters to the grid. And we are  
19 building some pretty strong price signals to communicate  
20 that to customers. We now have time-of-use or even  
21 special EV time-of-use rates available, both to  
22 residential and large customers.

23           And those essentially communicate that if you  
24 plug in in the middle of the day, that can be very  
25 stressful to the grid. As a matter of fact, that can

1 really start to diminish the available capacity we have to  
2 serve customers, and so it's very expensive.

3           Whereas, plugging in in the middle of night, for  
4 example, is quite cheap. We do see customers being quite  
5 responsive to that, because it really affects the cost of  
6 fueling. And as time goes on, we will build more and more  
7 sophisticated ways to communicate that price signal,  
8 including dynamic rates that will hopefully start to show.  
9 For example, as we bring more renewables onto the grid, we  
10 expect to have some overgeneration in the middle of day.

11           For example, in spring, when it's not very hot,  
12 so our electric load is not very high, but we do have  
13 really substantial solar generation. That could be a  
14 great time for EVs to plug in and we'll have price signals  
15 to communicate that and encourage folks to do so.

16           Then V2G is sort of the level 2.0 of VGI. And  
17 that is the ability of vehicles to actually feed power  
18 back to the grid. And that's really exciting for us,  
19 because that can save us from potentially a need to keep  
20 more power plants online just for those few stressed hours  
21 of the year. If we could have the sort of mobile but  
22 responsive fleet of batteries out around the state that  
23 can plug in and provide just that little bit of power we  
24 need at really key times.

25           We are already overcoming some of the technology



1 barriers to that. We have actually bidirectional vehicles  
2 out on the roads today, including some passenger vehicles.  
3 We have some regulatory barriers, including figuring how  
4 to pay customers for those services. But we're optimistic  
5 that we will overcome that within a few years.

6 And then finally, the last bullet point has to do  
7 with vehicles that can at least power the home, or perhaps  
8 the emergency response center, or the community rec center  
9 that needs power during an outage. And that again is just  
10 around the corner I hope. We have the technological  
11 ability and we're working on the regulatory aspects.

12 Next slide, please.

13 --o0o--

14 YULIYA SHMIDT: This is my final slide. I think  
15 we've gone over it pretty well. We understand the top two  
16 benefits of VGI, but I do want to highlight the bottom two  
17 benefits, which is it's not just good for the grid. We're  
18 hoping that it's good for the customer. We actually would  
19 like to see the ability to provide services back to the  
20 grid and be compensated for it, lower the cost of  
21 ownership for, for example, low income customers, who may  
22 not yet be able to afford an EV, and certainly to lower  
23 the overall cost of charging for everyone, to the extent  
24 that they're able to charge during those low cost times.

25 So next slide I think is just my contact

1 information.

2 --o0o--

3 YULIYA SHMIDT: Feel free to reach out and I'm  
4 here for questions after the presentations.

5 HCD DIRECTOR VELASQUEZ: Madam Chair, you're on  
6 mute.

7 CTC CHAIR NORTON: Thank you. Thank you so much.  
8 Thank very much Ms. Shmidt. And I wanted to thank you for  
9 your enlightening presentation.

10 And now, we're going to move to our final  
11 presentation by Terea Macomber who is the Electric Vehicle  
12 Director and Project Director for Clean California --  
13 Access for Clean California, and GRID Alternatives.

14 Ms. Macomber.

15 (Thereupon a slide presentation.)

16 CTC CHAIR NORTON: Thank you. Can you test your  
17 volume.

18 TEREA MACOMBER: Yeah, can you hear me okay?

19 CTC CHAIR NORTON: We can. Thank you. Unlike  
20 me, who was on mute. Thanks so much.

21 TEREA MACOMBER: I almost did the same thing. No  
22 worries.

23 I'm actually using my laptop webcam, so let me  
24 just adjust my notes, so I don't always -- I'm not always  
25 looking at the left. I can look at you all.

1           Hi. I'm Terea Macomber. I use she/her pronouns.  
2 And as Hilary said, I am Project Director of Access Clean  
3 California.

4           Today, I am giving this presentation from Western  
5 Shoshone, Southern Paiute land in Las Vegas actually.

6           So next slide.

7                           --o0o--

8           TEREA MACOMBER: So I wanted to start with this  
9 slide, because 2021 marks the 402 year that African men,  
10 women, and children were first brought to this country as  
11 slaves. Captured people began their journey sometimes  
12 walking as far as 300 miles to the coast before boarding a  
13 ship for their 5,000 mile journey across the Atlantic to  
14 the United States.

15           Clean quote/unquote mobility in the form of sail  
16 ships, harnessing the wind for fuel, transported 10 to 12  
17 million people as non-humans over the course of 350 years  
18 around the world.

19           I start my presentations with this history really  
20 no matter the audience, because it is important for me to  
21 share that me and my ancestors have an intimate connection  
22 with clean mobility and that transportation equity is not  
23 a choice for me, and not to speak on behalf of  
24 communities, but for the communities that Access Clean  
25 California serves, it's not a choice for them neither.

1           As I lead the development of Access Clean  
2 California, I embody equity in every aspect of my  
3 decision-making, as I want to make sure that we continue  
4 to surface how we might leverage this inflection point of  
5 transitioning to clean transportation, to also recognize  
6 how we can make mobility and movement safe and inclusive  
7 for everyone by recognizing history, such as this.

8           Next slide, please.

9                           --o0o--

10           TEREA MACOMBER: So today, I plan to give you a  
11 quick overview of our project, Access Clean California.  
12 We were asked to share what communities need to reach  
13 those goals that Tyson went over earlier and just a path  
14 forward. And I think I'm the last presentation, so I will  
15 open to questions for all the presentations I believe.

16           Next slide.

17                           --o0o--

18           TEREA MACOMBER: So Access Clean California is  
19 formerly known as the One Stop Shop Pilot Project. And  
20 we're a three-year pilot starting at -- that started in  
21 2018. And really we want to create an easy and  
22 comprehensive way for our communities that have the  
23 greatest barriers to access, to accessing California's  
24 transportation equity, and related clean energy programs.

25           So we are funded currently out of CARB, so we

1 obviously started with the low carbon transportation  
2 equity programs. But because we're GRID alternatives, we  
3 are able to easily already bring into conversations and  
4 into our strategies how do we continue to create great  
5 access to CPUC's DAC-SASH and SASH programs. So it was  
6 charging infrastructure transit vouchers that many of  
7 these incentive programs give. There's amazing shared  
8 mobility programs that are already online. And I just  
9 mentioned solar.

10 Next slide.

11 --o0o--

12 TEREA MACOMBER: So this -- oh, my -- I don't  
13 know if it's my screen. I hope everyone can see the full  
14 screen, but we come out of the SB 3[SIC] barriers studies.  
15 So Part A was done by CEC and Part B was done by CARB.  
16 And they both mention the One Stop Shop would really  
17 create greater access for all these programs that have  
18 existed and that are coming online this year, next year,  
19 and for a few years to come to -- for us to reach these  
20 really progressive goals.

21 Next slide, please.

22 --o0o--

23 TEREA MACOMBER: So Access Clean California takes  
24 two strategies. So the first one, and the one that's many  
25 times focused on, is the streamlined user-centered



1 the chance to drink a little bit of tea.

2 (Thereupon a video was played.)

3 TEREA MACOMBER: So thank you for showing that.

4 Next slide.

5 --o0o--

6 TEREA MACOMBER: So apologies that -- I hope you  
7 can't hear the leaf blower right now. Apologies about  
8 that.

9 So what that video shows is just we've built a  
10 benefits finder to make it really easy for our community  
11 members that are ready to get a new car, that need a new  
12 vehicle and also want to take advantage of solar now, or  
13 shared mobility programs, that they can easily understand  
14 what they're eligible for, but then also apply to it. So  
15 as of April 1st, we actually started to -- we did a pilot  
16 of a pilot to test out how income verification could work  
17 from a centralized tool.

18 The benefits finder was built using a human  
19 center design process. So throughout this project, we've  
20 tried to build things pretty quickly and then put it in  
21 the community's hands to iterate a client for them to give  
22 us feedback, and then say this works, this doesn't work,  
23 this -- the way you're explaining this doesn't make any  
24 sense to us.

25 And their fingerprints -- our outreach partners

1 and all of our community's fingerprints are really all  
2 over this benefits finder. And really the website, the  
3 way that we explain charging for example is completely  
4 informed by what our community said is the easiest way for  
5 folks to understand those technologies.

6 So these are the programs that are currently part  
7 of the benefits finder. And obviously, we are always  
8 thinking about other programs that we can put on the  
9 benefits finder. And our communities are very vocal about  
10 the additional programs that they want as part of the  
11 benefits finder. So we're doing our best to work within  
12 our pilot timeline, as well as our pilot funding to get  
13 some additional programs on here as soon as possible. And  
14 I think one of them is going to be Empower EV.

15 Next slide, please.

16 --o0o--

17 TEREIA MACOMBER: I will not go through this. I  
18 really put this slide in here for folks that are  
19 downloading the presentations and using them as just  
20 pieces of information. So this is the full journey for  
21 applicants that are using the benefits finder from, you  
22 know, starting with our outreach partners having an event.  
23 Now, those events are mostly virtual and much more -- much  
24 smaller, or if someone just finds their website on their  
25 own, and then goes through the benefits finder,





1 together to really give her a holistic kind of climate --  
2 I like to say climate resiliency package in the form of  
3 clean mobility as well as solar.

4 Next slide, please.

5 --o0o--

6 TEREA MACOMBER: So the second strategy is really  
7 the most important strategy, even though a lot of folks  
8 are excited about the benefits finder and the website.  
9 The statewide outreach network that we are building has --  
10 is the only way we've actually gotten to having a benefits  
11 finder and having stories to share like Erica's and a few  
12 others that we're finishing recording now.

13 We knew from the very beginning of this project,  
14 even in our application that we needed to leverage trusted  
15 community based organizations and just community pillars  
16 to be able to bring these programs to their community, but  
17 also to -- for them to be able to give us feedback on what  
18 is the best way for them to be able to access these  
19 benefits.

20 So we kind of bucket them into four buckets of  
21 our climate justice and equity partners -- actually, let's  
22 go to the next slide, because this is just a visual.

23 --o0o--

24 TEREA MACOMBER: We have them all written down.  
25 So our climate justice and equity partners

1 includes GRID Seven California affiliates that are, you  
2 know, their own nonprofits with their own boards that  
3 reflects the communities that they're serving. We have  
4 our new outreach partner Ecology Action and Community  
5 Housing Development Corporation. And EVNoire have also  
6 been really supportive in getting us to this third year of  
7 our pilot and being as successful as we have.

8           Trusted CBOs like CCAC that joined us this year  
9 with their nine Central Valley based CBOs. Incredible as  
10 well, Liberty Hill has been on this project since the very  
11 beginning. Ben is one of the first people I met from our  
12 outreach partner network that we had started to build.

13           And then this year, we're really excited that we  
14 were able to launch, what we are calling, a technical  
15 assistance and capacity building pilot with six community  
16 based organizations that really don't have necessarily the  
17 capacity just yet to be able to apply to support some of  
18 these programs on their own. So we built this year-long  
19 curriculum, as well as brought them into this statewide  
20 outreach that we've built -- outreach network that we've  
21 built, which includes a web-based resource hub that  
22 includes a whole bunch of materials for them to leverage,  
23 including marketing materials, videos like the ones you  
24 saw for Erica, training materials, as well as a lot of  
25 materials translated in not just Spanish but several other



1           TEREA MACOMBER: -- is just a title slide. And  
2 so let's get into what we have been hearing from our  
3 communities and from this outreach network for this -- for  
4 the past two, two and a half years from '18.

5                           --o0o--

6           TEREA MACOMBER: So the biggest thing, and we've  
7 spoken about it many times today, is the program alignment  
8 and coordination and really specifically around a  
9 qualification, so the requirements of the programs and the  
10 income verification process of the program. That's  
11 honesty why we build a pilot of a pilot, an income  
12 verification pilot, is to test out what does centralized  
13 income verification look like? Why do we ask some of our  
14 communities members that are clearly needing of assistance  
15 to prove that they are poor over, and over, and over  
16 again? So how do we centralize that, and streamline it,  
17 and coordinate some categorical income -- categorical  
18 income verification across many programs?

19           And then we continuously hear from our outreach  
20 partners to have some more data and reporting in a way  
21 that they can actually leverage to do more focused and  
22 targeted outreach on their end. They're hoping that  
23 they're reaching everyone. But they would love to know  
24 more information on how they can target their outreach  
25 even more to reach the communities that they might not

1 even know that they're not reaching.

2           They've also said coordinated, and streamlined,  
3 and funded outreach, so that's something we're trying to  
4 do with the outreach network is create this resource hub  
5 for everyone to pull from. We also have a dashboard that  
6 shows where outreach is being done by the outreach  
7 network, so folks can partner, and coordinate, and say,  
8 hey, we're also thinking of having an event. Let's  
9 partner on this and bring these communities together to  
10 talk about the same thing. We might be talking about  
11 housing, but let's talk about transportation too. Let's  
12 streamline and coordinate these conversations, because  
13 many of our community members know all of this is  
14 interconnected and they don't really have the opportunity  
15 or the option to talk about their lives in silos of  
16 transportation, housing, charging, so on and so forth.

17           I'll skip a couple. I think the most important  
18 is the last two as well, which is financial education and  
19 consumer protection. Some programs are giving incredible  
20 incentives, but then they're also issuing 1099s, which  
21 means that our community members have to report that as  
22 income.

23           So for some folks, Jill from -- the ED of the  
24 Native American Environmental Protection Coalition has  
25 shared that some of the community members that she works

1 with make less than \$10,000 a year. So if they're  
2 receiving an incentive for -- you know, scrap and replace  
3 can give up to \$12,000, that is a significant jump in  
4 income. So we don't want to transition folks into clean  
5 mobility and sacrifice possibly their government benefits  
6 like CalFresh. So coordinating with additional governor  
7 -- government benefits, such as CalFresh, Medi-Cal,  
8 housing subsidies to really make sure that going back to  
9 not having folks have to continuously talk about the fact  
10 that they need support, we can leverage all of the work  
11 that we're already doing and really become efficient in  
12 getting folks transitioning to clean mobility and clean  
13 energy.

14 So this last slide --

15 --o0o--

16 TEREIA MACOMBER: -- really is just kind of  
17 showing - I'm just going to pull up my notes here - the  
18 different ways that our communities are communicating what  
19 they need. So, as I've mentioned many times, we really  
20 need to continue to leverage trusted community based  
21 organizations. You know, some -- some of the challenges  
22 that we saw with vaccine distribution is that folks didn't  
23 know that vaccines were in their community or if they  
24 were, they weren't able to access them, because they  
25 didn't really know how to use the technology, Internet,

1 needed to sign up for an appointment. So really  
2 leveraging the folks that are giving resources and are  
3 trusted in communities already, let's fund them to do this  
4 education and awareness.

5 Let's ensure that our communities are being  
6 spoken to and being -- brought these programs in a  
7 culturally relevant and reflective way. You know,  
8 electric vehicles are transportation. And something I've  
9 heard before is that your car can denote who you voted  
10 for. Our cars are very personal to us. My uncle will not  
11 be driving a Prius any time soon. He is a Cadillac man to  
12 the end.

13 Additionally, you know, standardizing  
14 quantitative and qualitative data collection to evaluate  
15 the effectiveness of these programs is really important  
16 and really making sure that we're staying nimble and agile  
17 enough to respond to what communities need. We heard at  
18 the beginning of the pandemic that no one was thinking  
19 about buying a car. So we had to adjust outreach  
20 strategies very quickly, because a lot of these outreach  
21 partners were the community's resource around COVID-19  
22 education.

23 And then lastly, we need to make it mandatory for  
24 programs to coordinate with each other. There are so many  
25 opportunities for effectiveness and efficiency in the just



1 transition to this cleaner future that we can -- we can  
2 attain, if we coordinate and work together on the program  
3 level as well.

4           So that's all I have for you today. Everyone has  
5 access to this presentation. Please visit us at  
6 [accesscleancalifornia.org](http://accesscleancalifornia.org). And I look forward to any  
7 questions or thoughts. Thank you.

8           CTC CHAIR NORTON: Thank you so much for your  
9 very in-depth and thorough presentation. I know people  
10 have lots of questions, and input, and are really  
11 interested to hear a little bit more about the  
12 participants and how this program has gone. I'm excited  
13 to ask that the public be sure to raise your hands and get  
14 into the queue to speak before -- we are going to start  
15 with our Commissioners and Board members, but we welcome  
16 public comment. And there's a lot to go through. Four  
17 very significant presentations.

18           And so the first video turned on that I see is my  
19 Vice Chair Bob Alvarado.

20           CTC VICE CHAIR ALVARADO: Thank you, Madam Chair.  
21 Terea, you're a breath of fresh air. I mean I've been  
22 talking for the last three or four meetings that poor and  
23 middle class people commute. They're being priced out of  
24 the urban core. They have to drive to where they either  
25 can afford the rent or if they're lucky enough to qualify

1 for a loan, where they can afford to buy.

2           There's an article this morning about a \$50  
3 billion race to save America's renters from eviction. I  
4 mean, that's what we're facing right now. And a lot of  
5 that is because, you know, there's some folks, they just  
6 can't afford that urban core any more. What I'm -- again,  
7 what I'm a little distressed about, this whole  
8 presentation is we have not, that I've seen, reached out  
9 to the business community about moving jobs to where  
10 people live. We keep talking about infill, high-density  
11 housing. And you've seen when people were allowed to work  
12 from home, they fled that inner urban core. They ran out  
13 to the suburbs. That's a reality.

14           So we've got to find a way to sit down with the  
15 business community and move those jobs to where people can  
16 afford to live. I think that's just one of the most  
17 important things that we can do.

18           Terea, I'm going to reach out to you. There's a  
19 lot of construction workers that commute. I'm really glad  
20 to see that you're working with SEIU. Those are the folks  
21 that represent hotel workers, and janitors, and those low  
22 income and some middle income folks. So it's a big step.

23           One last thing, and I noticed in a couple of the  
24 slides, where there were a couple of different chargers.  
25 One of the things that infuriates me about our cell

1 service is we have 10, or 12, or 14 different systems  
2 hanging on a telephone pole, hanging on a -- on a -- on  
3 poles by the side of the road. If we could -- I see that  
4 you're working on the plugs, but we need to work on the  
5 software, because you're going to have 12 different  
6 charging stations and three different companies with three  
7 different accounts, with three different softwares, and  
8 you're going to pull up and not be able to plug into any  
9 of them.

10 We should have a standardized software, so when  
11 you pull up to a charging station, you should be able to  
12 plug into it. And the software, instead of locking you  
13 out, you should be able to plug in and the software should  
14 figure out how to bill you after that.

15 We've got to find a way that when you have ten  
16 chargers, you should have everybody have access to every  
17 single one of them. Thank you.

18 CTC CHAIR NORTON: Thank you.

19 And I was wondering if Mr. Eckerle or Ms. Shmidt  
20 would like to respond to the vision about how the array of  
21 chargers and companies that are going to be handling those  
22 chargers, how you see those working within your PUC and  
23 GO-Biz EV management systems.

24 TYSON ECKERLE: Yuliya, I was going -- Yuliya, I  
25 was going to see if you wanted to start off on the -- you

1 know, the integration of all the chargers across and then  
2 I'd be happy to fill in after.

3 YULIYA SHMIDT: Yeah. This is definitely a very  
4 relevant concern right now. There's a lot of work being  
5 done in the industry to standardize communication  
6 protocols and also the actual chargers, so that regardless  
7 of whether you drive up to a -- well, Tesla is going to be  
8 a different example. But regardless of whether you drive  
9 up to a ChargePoint or another kind of charger, you can  
10 plug in whatever car it is you're driving. And we are  
11 down to just two major types of chargers. At some point,  
12 we'll be down to one probably.

13 What we see our role, as the sort of government  
14 agency, is not to pick winners and losers. We don't know  
15 which of these technologies will end up winning, but we do  
16 mandate that utilities utilize the most open protocol as  
17 possible, so that they are not themselves funding and  
18 installing the types of charging that some customers can't  
19 use and the same goes for communication protocols.

20 CTC CHAIR NORTON: Did you want to add anything  
21 to that, Tyson?

22 TYSON ECKERLE: No, I think that's -- that's  
23 right. I mean -- or that's absolutely right. And one of  
24 the things that, you know, CARB had a regulation recently  
25 about open access standards. And they -- requiring the

1 credit card readers on each of the charging stations, so  
2 if you don't have the RFID card, you can show up and use  
3 your credit card. I think that also -- and through the  
4 process of that regulatory engagement, a lot of the  
5 companies created bilateral agreements, so if you're an  
6 EVgo customer, that EVgo card will work at a ChargePoint  
7 station or an Electrify America station.

8           And so the -- there's a lot of work within the  
9 industry, but also, you know, we have the regulatory thing  
10 to go, but I think we're all very much -- you want to make  
11 sure, especially in the fast charging environment, it's  
12 seamless, you show up. There's also movement on a  
13 standard that is plug-in charge. So kind of similar to  
14 the Tesla experience, but for all the other vehicles where  
15 you just plug in and the billing would take care of under  
16 the vehicle. There's still a bit of work to do on that  
17 one. It's -- Electrify America is offering it. I think  
18 there's two cars that have it right now, but -- you know,  
19 so this is evolving rapidly. But I think everybody is  
20 focused on making it easy for the end user.

21           CTC CHAIR NORTON: Great. Well, let me ask you  
22 both to stay here on camera, because I'm going to open  
23 this now to Chair Randolph and then ask the other  
24 Commissioners and Board members if they'd like to speak  
25 after I then call on Director Velasquez.

1 Chair Randolph.

2 CARB CHAIR RANDOLPH: Thank you. Those were all  
3 really good presentations. I guess one question -- it's  
4 really not a question for one of the panelists, but it's  
5 just -- the -- we've had conversations about the  
6 importance -- opportunities for coordinating with the  
7 federal government. And I'm wondering if one of those  
8 opportunities might be an opportunity to take care of the  
9 tax implications, right? Like, can we -- you know, can we  
10 have rules about whether or not these types of incentives  
11 would require a 1099. So that might be something that we  
12 think about exploring.

13 But that was all I had for now. I'm not sure if  
14 any of my other Board members would like to speak up.

15 I mean, the other thing I would note briefly is  
16 that on the issue of resilience and sort of -- I'm really  
17 pleased to see the PSPS standards looking at things like  
18 making charging available. But I think it's also  
19 important to note that, you know, gas stations go down  
20 when the electricity goes down as well. So I think it's  
21 really important that those of us who live in California  
22 sort of need to remember that as those of you in LA the  
23 last few days know, you know, earthquakes can happen any  
24 time. And so we need to be thinking about always being  
25 prepared for emergency situations. I think that's really

1 important.

2 CTC CHAIR NORTON: That's great. Thank you very  
3 much, Chair Randolph.

4 I'm going to call on Director Velasquez next,  
5 then Board Member Sperling, then Commissioner Guardino.

6 HCD DIRECTOR VELASQUEZ: Thank you, Madam Chair.  
7 No, likewise, I think the presentations were terrific. I  
8 very much appreciate Ms. Macomber's presentation. You  
9 know, we talked a lot about the implications of cost,  
10 people get overwhelmed. When -- every time I'm in a low  
11 income community, they're overwhelmed about the notion of  
12 the economic transition to clean vehicles. There's the  
13 perception that this is, you know, way, way out of reach.  
14 And I think the opportunity to share with these  
15 communities that there are possibilities, there are  
16 incentives, really understanding that in a linguistically  
17 and culturally competent manner is going to be so  
18 important in the years to come.

19 And so I really appreciate that this organization  
20 is already having an extensive network of partners in the  
21 communities that can amplify this message.

22 Thank you.

23 CTC CHAIR NORTON: Thank you very much.

24 Board Member Sperling.

25 You're muted.

1           You need to unmute you.

2           CARB BOARD MEMBER SPERLING: Oh, okay.

3           CTC CHAIR NORTON: There you go.

4           CARB BOARD MEMBER SPERLING: There I go.

5           Okay. So it was a great set of presentations.

6 All, you know, different aspects of the challenges. So I  
7 have one overarching comment I want to make that's  
8 relevant to all of these and then I have a few short  
9 questions.

10           So the overarching comment is that the research  
11 in the last few years is overwhelming and unanimous in  
12 saying that the introduction of electric vehicles is going  
13 to lead to economic savings to the economy, that it will  
14 take a few years, the analyses that are being done, say  
15 that in five to ten years the total cost of ownership for  
16 an electric vehicle will be less than a gasoline vehicle  
17 and also for trucks as well. So this is both cars and  
18 most of the trucks.

19           And so when we talk about electrification here,  
20 we should be thinking about this, that this is going to be  
21 a really strong benefit to the economy. Never mind the  
22 climate benefits, the health benefits, that's all, you  
23 know, gravy, icing on top of the cake.

24           And so as we think about putting in chargers in  
25 housing for instance, it's -- you know, given that these



1 rules take a number of years any way, it seems like -- it  
2 seems like we should -- could be even possibly doing it  
3 even faster than what we were hearing that HCD is  
4 requiring. Given that it now looks like -- you know, when  
5 we have regulations, the industry looks at regulations and  
6 they say, okay, maybe we -- maybe they won't really happen  
7 or they'll be slower. But this is a case where it's  
8 becoming clearer that electrification is so compelling, so  
9 it's not only important for decarbonization, but it's now  
10 going to increasingly be important -- what's that?

11 So it's -- so it's increasingly important also  
12 just for the economy as well.

13 So you know, I don't know if HCD folks want to  
14 comment, but that's one thought.

15 The other is that the vehicle-to-grid issue, the  
16 vehicle -- the VGI initiatives, and this would be for  
17 Yuliya Shmidt. You know, we're putting a lot of --  
18 starting to put money into school bus -- electric school  
19 buses. And in some ways it's the worst application from a  
20 cost effectiveness perspective. It's a great one in terms  
21 of, you know, the political optics of it. But it becomes  
22 a great option if we use it for bidirectional charging,  
23 because these buses are unused at peak times in the  
24 summertime. And it seems like that's a number one  
25 strategy both to learn how to do it well, as well as

1 actually to get true large benefits. And I'm -- I wonder  
2 if there's a focus on that and what progress. I know  
3 there's some places around the country that are already  
4 doing that, Montgomery County in Maryland is one of the  
5 pioneers.

6 And the last question is for Terea Macomber --  
7 Macomber. And part of what -- I mean, it's great what  
8 your group is doing GRID Alternatives. You know, I'm  
9 familiar with some of it. It's really impressive.

10 A question I have though is part of what you're  
11 relay -- involved with are these pilot projects with car  
12 sharing -- using electric vehicles for car sharing for  
13 ride-hailing. And I've had a concern that these fund --  
14 those programs are not sustainable. In other words,  
15 there's funding for a short period of time and then that  
16 funding disappears. Are they going to just disappear?  
17 What is the thinking that you might have from your  
18 perspective about making these projects not only more  
19 sustainable, but scalable.

20 Thank you.

21 CTC CHAIR NORTON: Well, you asked a lot of  
22 questions in there. Ms. Macomber, I hope you can come  
23 back on screen to answer some of them, but -- did any of  
24 you want to talk about the vision about electrification  
25 and the economic boost that that would make?

1           Okay --

2           TYSON ECKERLE: Just big agreement there. It's  
3 a -- yeah, it's a very -- it's a huge opportunity. You  
4 know, but it's cost savings, but also if you look at  
5 California, their manufacturing footprint and then our --  
6 you know, you throw in Lithium Valley as an example. I  
7 mean, there's a lot of really unique opportunities that  
8 California has, and a leg up with great university  
9 systems, like UC Davis.

10           (Laughter.)

11           CTC CHAIR NORTON: Thank you so much.

12           Ms. Macomber, do you want to talk a little bit  
13 about the resiliency of these plans and grant  
14 opportunities? That was a very good question.

15           TEREA MACOMBER: Yes. It's a great question.  
16 I'm glad you surfaced it. It's definitely a question that  
17 I don't know if I can fully answer. But that is something  
18 that we hear from outreach partners, even with our  
19 project, is Access Clean California going to continue  
20 after 2020 -- 2021? And so it's something that our  
21 communities are really focused on. It's like if you're  
22 going to bring this program into our program,  
23 especially -- not that -- not all programs are -- all  
24 communities are speaking about it, but I -- we do  
25 definitely hear it a lot from our native communities and

1 our sovereign nations. It's like can we make sure that if  
2 you do create a program, that it's something that is going  
3 to last for more than a year or even three years.

4 And so it's something that's being surfaced.  
5 It's something that is -- I am a grantee of CARB, so it's  
6 something that I can't necessarily answer, but I believe  
7 some of my staff leads and my managers are on the line, so  
8 I'm sure they'll -- they can reach out to answer your  
9 question.

10 I will say that scalability is an incredible  
11 word, because I think when we think scalability, we think  
12 large and big. And from our project's perspective, I  
13 actually have a sticky right here that says how do  
14 integrate, organizing, and movement building into the  
15 project?

16 And when I think of scalability, I think of  
17 scaling and building out our outreach network to be a  
18 subsidiary of like many outreach networks that are all  
19 working and coordinated together. So sort of thinking of  
20 scalability as like this one centralized place, I think of  
21 scalability through the thought of everything being  
22 distributed.

23 So many people doing a lot of things that are  
24 coordinated and reflective of the communities that they're  
25 serving. We're a state of so many people. Over 50

1 languages I think are spoken in this state, over 40  
2 million people. There's just no way for us to do this  
3 from one place. So how do we support and build capacity  
4 within all of these community based and trusted community  
5 pillars to do that work. Not do it for us, but do it --  
6 do it in a way that is going to be the most effective and  
7 efficient.

8           Sorry, I didn't answer specifically your  
9 question.

10           CTC CHAIR NORTON: No, that was -- that was  
11 wonderful actually. Thank you so much.

12           I'm going to call on Commissioner Guardino, then  
13 Board Member Pacheco-Werner, then Board Member Hurt. And  
14 we have -- I'm aware that we have seven public comments  
15 and three written comments. So we will get to others of  
16 them in the future.

17           Commissioner Guardino.

18           CTC COMMISSIONER GUARDINO: Thank you, Chair  
19 Norton and President Randolph. This has been so  
20 educational and inspiring already this morning. So I want  
21 to thank all of our panelists and our staff for putting  
22 together such a timely and compelling conversation.

23           Let me start with full transparency. I always  
24 feel this is important, because we're talking about  
25 electric vehicles, and electric vehicle infrastructure,

1 and the resiliency of our energy sources, and the grid.

2           So transparency, three data points. I was on the  
3 original board of directors of ChargePoint, and until last  
4 month, served as a special advisor to the CEO of Proterra,  
5 the all electric bus company that's now, as you just heard  
6 from Dan Sperling, is moving into the space of all  
7 electric school buses as well. And my day job is  
8 Executive Vice President at Bloom Energy, and we're a key  
9 leader in microgrids to strengthen clean energy  
10 resilience.

11           So those three items to be transparent, as we  
12 move forward.

13           But first, President Randolph's comments about  
14 vehicles, and infrastructure, and end users really  
15 resonated. And I want to thank her for taking on this  
16 incredibly critical role as the new leader at CARB.  
17 Thanks for your service, Liane. And as we look into this,  
18 some specific just questions I wanted to ask all for the  
19 presenters. Tyson, Kyle, Yuliya, Terea, excellent,  
20 excellent information. Deeply appreciated.

21           I want to, if Yuliya can take herself off of  
22 mute, I'd love to follow up with you on the side, so I  
23 don't take too much time this morning. But your comments  
24 around grid resilience for EVs, I would love to go much  
25 deeper on how we accomplish that in California. Kudos to

1 the Commission for its ongoing efforts to prepare our  
2 state and all of our communities around the upcoming  
3 wildfires season, which everything that we know and read  
4 continues to emphasize that wildfires are only growing in  
5 terms of their intensity, their duration, and its impact  
6 on all of us through the direct damage of wildfires, as  
7 well as the direct impact of PSPS events, and rolling  
8 blackouts.

9           So if you want to build on that at all real time,  
10 would love to hear it in a moment or to have a side-bar  
11 conversation with you and your colleagues at the  
12 Commission.

13           And Terea, thank you for your emphasis on a  
14 holistic approach. I don't see your picture still on the  
15 screen, so I hope you're still there, but -- oh, there you  
16 are. Great. Wonderful. I love -- I love your holistic  
17 approach and your emphasis on clean air. I bet many of us  
18 on this call read with great concern the study by Harvard  
19 that came out just four or five weeks ago that one of  
20 every five deaths on the planet is now directly attributed  
21 to air quality. One of every five deaths.

22           And we know in California that it -- that it is  
23 disproportionately falling on our most underserved  
24 communities. And we need solutions on air quality as CARB  
25 has always emphasized and led the way on that -- that

1 makes sure that our underserved communities are listened  
2 to and addressed in terms of meeting the air quality  
3 needs, in terms of localized air pollutants. So, again,  
4 if you have more to add, I'd love to hear it now or to  
5 neighbor with you off of line with you and your team.

6 But I would like to make a suggestion. And I  
7 never make a suggestion without offering to be a part of  
8 the solution. So the suggestion, your holistic approach  
9 of already engaging in such a wonderful way a network that  
10 includes our climate justice communities, our CBOs, our  
11 Native American communities, and our labor community is  
12 fantastic. If I can be of help, and if you would find  
13 value to adding a fifth leg to that table of our employer  
14 communities. The innovation economy companies often  
15 founded and driven right here in California to be a part  
16 of the those conversations as well, whether that's EV  
17 producers, or EV charging station producers, or any part  
18 of that food chain that makes this possible, Tereza, you  
19 have me at hello. Just let me know if I can help in that  
20 way.

21 CTC CHAIR NORTON: That's wonderful. Appreciate  
22 it. Thank you very much.

23 And Board Member Pacheco-Werner.

24 CARB BOARD MEMBER PACHECO-WERNER: Thank you so  
25 much. And I'm so excited to be part of this conversation.



1 Thank you to all the agencies involved and those not  
2 present whose action plans will provide important pieces  
3 of the puzzle to this.

4           Two questions. The first one is for the housing  
5 team. For the impact on housing, I wanted to see if there  
6 are any studies or plans to study the impact of the 2019  
7 requirements on the cost of housing, how has it been  
8 impacted? I think this is a unique opportunity to really  
9 begin studying the aspects of zero-emission vehicles that  
10 present the most challenges to housing costs or to even  
11 see if there are myths that need to be dispelled.

12           My second question is for anyone on the panel,  
13 but maybe GO-Biz. I've really been interested in how this  
14 infrastructure can really also be an influx in jobs,  
15 particularly as we think about how we're transitioning  
16 industries. Is there a jobs training component to this  
17 strategy? How can we make sure there's an equity lens, in  
18 terms of the jobs that will be created as a result of this  
19 transition, both to make sure that those in disadvantaged  
20 communities are not just consumers, but makers, and  
21 installers, and maintenance workers.

22           I guess a second part to this question is also  
23 how do we integrate our education system so that young  
24 people, particularly in those communities that have been  
25 traditionally left behind, can have some level of training

1 to be able to attain these jobs, and really have -- be  
2 prepared again to think about this next level of how our  
3 economy works, and how do we make sure if we're really  
4 committed to equity how to make sure we don't leave those  
5 communities further behind on the actual, you know, income  
6 drawing aspect to this.

7 Thank you.

8 KYLE KRAUSE: Yeah. This is Kyle Krause from  
9 HCD. Regarding the question, Member Pacheco, on the cost  
10 impacts of the 2019 code requirements, which were EV  
11 capable, as we know, so single-family homes, to have the  
12 ability to install EV chargers in their parking either, in  
13 garage or parking area, and then also the capability in  
14 multi-family at ten percent of the parking spaces, we know  
15 that working with building industry, that there was a cost  
16 increase associated with providing that capability for  
17 conduits, raceways, panel capacity, not nearly as  
18 significant as the proposal that we've submitted to  
19 provide actual EV charging access.

20 So we've always worked with building industry  
21 side by side and then submitted the requisite economic and  
22 fiscal impact associated with any code change proposal.  
23 And we monitor and rely on feedback from building industry  
24 to support these proposals.

25 I'm not aware of any look back at how the 2019

1 CALGreen code requirements actually impacted versus our  
2 estimated fiscal impact. So we're happy to coordinate  
3 with building industry and building owners to try to  
4 solicit some information and data on the actual cost  
5 impacts.

6 CTC CHAIR NORTON: Thank you so much. Did you  
7 also want to talk about the job component? Was that  
8 something Tyson you were going to talk about? That was a  
9 good question from Board Member Pacheco-Werner.

10 TYSON ECKERLE: Yeah. No, I think that's a great  
11 question. And it's one of the, you know, pillars of the  
12 strategy is workforce. And so the lead agencies there are  
13 the California Workforce Development Board, a couple with  
14 the Office of -- the Governor's Office of Planning and  
15 Research. And this summer, in July, they have a Just  
16 Transition Roadmap that will be coming out. And it's  
17 really about, you know, how do we transition our economy  
18 away from fossil fuels to, you know, zero emissions in  
19 a -- you know, in a just way with the angle of workforce.

20 One of the things we're being careful not to do  
21 is promise a one-for-one replacement. It's -- you know,  
22 it's how do you make sure that people have a good place to  
23 land wherever it is in whatever industry that it ends up  
24 being. So I think there's a lot of great work there, a  
25 lot of partnerships with the community colleges and stuff.

1           But there's also kind of things that we don't --  
2 that -- you know, in going through the agency action plan  
3 process, and I think it will improve each year, but  
4 there's other agencies that are stepping up, like the  
5 Bureau of Automotive Repair trying to make sure that, you  
6 know, technicians have access to, you know, ZEV-related  
7 training, and making sure that they're doing -- going the  
8 extra mile to bring in priority communities.

9           The other one that jumped out that was  
10 interesting is the Contractors State License Board. They  
11 have a database of all like the C-10 contractors for  
12 example, electrical contractors throughout the state. We  
13 think we can get to a place where you can start to figure  
14 out are these jobs going to the contractors who are based  
15 in priority communities. We still have to work that out,  
16 but I think the -- a couple years ago, I got to do a tour  
17 in a key community we're trying to influence. And one of  
18 the things that really jumped out at me is that if you're  
19 not hiring workers from this community to do the work in  
20 the community, you're not looking hard enough, right?

21           And so I think that's really a challenge. And we  
22 have to keep working on it and making sure that the  
23 systems work. I mean, all of us have that intention.  
24 It's just to make sure the systems work. And so that's  
25 also looking at State contracting and making sure like

1 even if they -- you know, whatever the component of that  
2 job is that we're creating those opportunities.

3           And then finally just that, you know, we want to  
4 make sure that we are measuring ourselves against it. And  
5 so that's kind of like the Contractors State License Board  
6 is -- and stuff. And so as we're developing out that ZEV  
7 strategy website and web portal, you know, we're working  
8 on workforce metrics and equity metrics. And it's a  
9 little bit challenging, especially on the equity lens,  
10 because a lot of it -- I mean, we can measure cars. We  
11 can measure things. It's like we're really trying to  
12 measure an improvement in life. And that's hard to put  
13 into a number sometimes, right? But the -- so we're  
14 working on that.

15           But I think it's absolutely a focus area and  
16 something we want to make sure that we're doing and going  
17 the extra mile to make sure that the investments and the  
18 job creation happens in the communities we want to  
19 influence the most in a positive way.

20           CTC CHAIR NORTON: Great. That's wonderful.

21           Let's move to CARB Board Member Davina Hurt.

22           CARB BOARD MEMBER HURT: Thank you, Chair. And  
23 thank you speakers. This has been a really informative  
24 presentation. And I want to uplift Ms. Macomber's start  
25 to her presentation. Very powerful and necessary.

1           You hear my cuckoo clock back here. Bad timing,  
2 sorry --

3           (Laughter.)

4           CARB BOARD MEMBER HURT: -- at any rate.

5           So I have actually two questions. And I'm going  
6 to center them around -- a little bit first around  
7 charging standards and in particular the concern about  
8 charging standards and kind of the confusing structure of  
9 incentives and tax implications that are kind of  
10 reoccurring themes from some folks that we've heard from,  
11 in particular drayage trucker community. Are there plans  
12 for building standards for trucks at warehouses and  
13 stores? And will lessons from this Access Clean  
14 California help inform truck incentives, such as through  
15 CARB's Project 800 Initiative and the HVIP efforts? So  
16 that's one of my questions.

17           And then my other is there's been a lot of talk  
18 about universal basic income for some of the communities  
19 that really struggling. And when we talk more about a  
20 future with a changing economy, there are also people  
21 curious what's the likelihood and are there any  
22 discussions around universal basic ZEV strategy, kind of  
23 in that same vein, to really uplift and help communities  
24 that -- changing to all electric or changing to a ZEV  
25 option is just not first and foremost on their mind. It's

1 not a priority.

2           So instead of circling just around incentives,  
3 which are very important and they're essential, but still  
4 not enough for folks and many families, are we thinking  
5 about a different -- a different way to do this, meaning  
6 maybe not incentive, but passing on something universal  
7 and handing an electric car. Like Oprah said, you get a  
8 car, you get a car, you get a car.

9           Thank you.

10          CTC CHAIR NORTON: Thank you. Ms. Macomber.

11          (Laughter.)

12          TEREA MACOMBER: I -- we as -- we're still a  
13 pilot program, so we haven't been able to start the  
14 conversations around heavy-duty, yet. So thank you for  
15 the reminder, but also, you know, many of the folks that  
16 are, you know, driving trucks, if we're just centering  
17 around on that aspect of it, could leverage -- could  
18 leverage the programs that -- the light-duty programs for  
19 their families and also recognizing some of the questions  
20 that come up for me as I think about the transition of  
21 heavy-duty is just labor comes to mind and how do we  
22 ensure that these high, you know, capital costs of  
23 investment into electrified heavy-duty trucks and other  
24 heavy-duty vehicles impacts folks' incomes.

25          So that's a question that just comes to mind as I

1 think about that. But we -- if we are extended into a  
2 full program, I think we can definitely start to think  
3 about how we can leverage the outreach network that we  
4 have, build it, build it out to include the ability to do  
5 education and awareness for organizations and companies  
6 and for heavy-duty vehicles as well.

7           We stay -- I take an agile approach to the  
8 project where we try to stay as responsive as possible and  
9 as nimble as possible for our community, because things  
10 obviously can change so quickly in our world.

11           I mentioned in my -- in my presentation that I  
12 think about all of my work as how do we build the climate  
13 resiliency package for community members. So we're  
14 starting with vehicles charging and solar, making --  
15 giving the opportunity for folks to charge their vehicle  
16 with the sun. And at GRID, we're always thinking about,  
17 and we know that -- as I mentioned, communities can't just  
18 think about these things. They need to think about  
19 everything. So I love the idea of a universal basic ZEV  
20 strategy. I think that's incredible. I wrote it down as  
21 yes. We do need to take that approach. We take that  
22 approach as we built this entire project. We've taken the  
23 human-centered approach, but we've also taken a universal  
24 approach.

25           So if we know that we have built a process that



1 folks have the greatest barriers to accessing these  
2 programs, they can access them, then we know folks, you  
3 know, even like Erica can access them. And even -- you  
4 know, if -- even if you're a over-income qualified, and  
5 you go to the benefits finder and you put in that you are  
6 a household of two that makes over \$150,000, there's still  
7 programs that are going to come up. CVRP is going to come  
8 up and then an asterisk that says definitely check out the  
9 federal tax rebate are going to come up. So we're really  
10 wanting to make sure that it's a -- it's a large tent that  
11 everyone can take advantage of and come and see what they  
12 can -- what they'll have fun at at the fair.

13           But when we get down to the nitty-gritty, we want  
14 to make sure that we're coordinating these programs enough  
15 where it is becoming a climate resiliency package. We're  
16 able to leverage the future of vehicle-to grid and  
17 grid-to-vehicle. If things shut down, especially our  
18 native communities, are they able to leverage their  
19 vehicle as a battery? Are they able to, you know, still  
20 have some electricity or some transportation if their  
21 vehicle is charged. So we're thinking about how do we  
22 continue to add things to this package, energy efficiency,  
23 electric -- you know, electric -- electric stoves,  
24 electric water heaters. How do we make sure the  
25 transition to all of these technologies and incentives is

1 one that it's not so piecemeal? That it's taking the  
2 communities that have the greatest impacts from climate  
3 change right now, and have had the greatest impacts of bad  
4 air for generations due to redlining are not just in line,  
5 but they're the first in line. They are the very first to  
6 be able to get take advantage of all these technologies to  
7 clean the air.

8           And last point is we did a lot of marketing  
9 research as we start to build this benefits finder  
10 specifically. And we actually found specifically the  
11 Black community did not really relate to messaging that  
12 was just around saving money. They understood that this  
13 is an environmental question. This is an environmental --  
14 we are trying to reduce carbon in the air. They actually  
15 wanted to hear more about the environmental impacts of  
16 their decisions. They feel -- we feel a special  
17 connection to the fact that we can and we have a  
18 responsibility to clean our air as well.

19           So when talking about this transition, we don't  
20 need to just talk about the savings and how we can reduce  
21 the financial impacts, but our communities are recognizing  
22 that this climate change battle is climate -- our approach  
23 to addressing climate change, we all have a stake in it  
24 and they want to have a stake in it, if given the ability  
25 to.

1           CTC CHAIR NORTON: That's fantastic. We have a  
2 number of people waiting in the queue. So I'm so glad  
3 you're here to answer these questions.

4           I'd like to call on next CARB Board Member Diane  
5 Takvorian.

6           CARB BOARD MEMBER TAKVORIAN: Thank you. Thank  
7 you very much. Let me add my appreciation to all the  
8 presenters. I -- excuse me -- think it's really exciting  
9 to experience the integration of all of our State  
10 agencies, our critical State agencies, and as well as the  
11 community and equity climate and environmental justice  
12 approach that was represented by Terea.

13           There's a lot to comment on, but I just wanted to  
14 first underscore Commissioner Guardino's reference to the  
15 recent Harvard study related to deaths attributed to air  
16 quality and also remind us of the 2020 Harvard study that  
17 showed that residents of communities with significant air  
18 pollution are really much more susceptible to COVID  
19 infection and death. And then we saw that prediction  
20 borne out in disadvantaged communities. So the work is  
21 very important and it's very important to do as soon as  
22 possible, to reinforce Member Sperling's statement, to  
23 move more quickly.

24           So my questions are focused around that. First,  
25 I really wanted to focus on -- and I understand the

1 limited ability of HCD to do this. But I think that ZEV  
2 charging infrastructure in existing multi-family  
3 affordable housing is really critically important. And I  
4 wonder if we couldn't get a comment about how it's being  
5 integrated with the SOMAH Program. I know GRID is  
6 involved in both, but I also know that SOMAH is very  
7 challenging for affordable housing projects to access,  
8 that the waiting list is long and difficult, so I wanted  
9 to hear more about that.

10 I also wanted to hear if anyone is thinking about  
11 ZEV charging infrastructure in communities where housing  
12 can't support it. We have public spaces where ZEV  
13 charging could occur for folks where housing is too old or  
14 it just wouldn't work for that charging infrastructure to  
15 be located actually in the residence or in the  
16 multi-family housing.

17 And my third question is how do we expedite  
18 heavy-duty charging to reduce the barriers to ZEV  
19 transition for ports and distribution centers? Many of  
20 these are in disadvantaged communities that are creating  
21 significant air pollution. And the lack of charging  
22 infrastructure is really being put forward as of a barrier  
23 for these areas, these centers to move forward.

24 So those are my three questions. Thank you.

25 CTC CHAIR NORTON: Tyson, could we have you talk























1 with. And we assigned our Executive Director, Mitch  
2 Weiss, to basically fix the problem. So he's going to be  
3 doing some work on this.

4 (Laughter.)

5 CTC COMMISSIONER LYOU: And I think one of the  
6 things that would be very, very helpful from the Air  
7 Resources Board would be to put this into some perspective  
8 in terms of what the emissions impact has been from this  
9 backlog. In fact, this system of systems isn't working  
10 here, and to give us an idea of what the benefits will be  
11 when we get to zero emissions, but also the public health  
12 impacts. Because like Board Member Takvorian mentioned, I  
13 mean, these impacts are happening in predominantly low  
14 income communities of color. And I'm very, very concerned  
15 about that.

16 So if -- I would like to request the Air  
17 Resources Board's help in providing some estimate. It  
18 doesn't have to be perfect, but some estimate of what the  
19 emissions impact has been from the backlog of the freight  
20 system and what the public health impacts we could expect,  
21 back-of-the-envelope kind of calculations from those added  
22 emissions to give us that sense of urgency and perhaps  
23 help our Director with his report back to us in terms of  
24 context.

25 The second thing I wanted to mention also came up

1 at our last meeting -- Commission meeting, and that had to  
2 do with the AB 1236 EV charging permit streamlining. And  
3 Tyson, I think -- I mean, this is something that's in your  
4 ballpark. I mean, I know that you're using this -- this  
5 carrot approach of Olympics of recognizing those cities  
6 and counties that are streamlining their permits, but this  
7 was a legal requirement and the deadline has long passed.  
8 And there's a lot of cities out there that just aren't  
9 complying.

10           And I would really like to know, I mean, is there  
11 a stick a little bit that you can use to move them along,  
12 so that we get that EV charging streamlining in all those  
13 cities and counties, so that we don't have to have  
14 unreasonable delays, once people decide to move forward  
15 with that?

16           Thank you.

17           CTC CHAIR NORTON: Are these comments or would  
18 you like some people to respond to your questions?

19           CTC COMMISSIONER LYOU: Well, I'm hoping that ARB  
20 would embrace my request and send the data right over. If  
21 they're willing to commit to that, I'd be very happy. And  
22 Tyson, just if you have any ideas on how to make this EV  
23 permitting streamlining process work any better, I would  
24 love to hear that.

25           CTC CHAIR NORTON: Chair Randolph, we'll start



1 with you.

2 CARB CHAIR RANDOLPH: I'll talk to staff about  
3 that. That sounds like a -- some really useful data that  
4 would be helpful.

5 CTC CHAIR NORTON: Okay. And thank you so much,  
6 Chair Randolph. And Tyson.

7 TYSON ECKERLE: Yeah, I think it is a problem.  
8 We have 540 jurisdictions in the state. A hundred and  
9 thirty of them are streamlined. So we still have a long  
10 way to go and the deadline has passed. It -- it's been  
11 really effective in some ways, but it had no teeth, and so  
12 we're kind of begging, borrowing, and stealing everything  
13 we can to make it happen.

14 One of the tools that was successful that we find  
15 ways to use more is the Energy Commission's CALeVIP  
16 Incentive Program, which was county specific. And so all  
17 else being equal, the choice would be go to a county  
18 that's more streamlined. And so that really motivated  
19 some action for the ones who were on the list for the  
20 Energy Commission.

21 But other than that, it's just kind of slow and  
22 steady outreach. And the permit Olympics, yeah, we're to  
23 keep it going. We have four counties that have  
24 streamlined a hundred percent. I mean, LA is going --  
25 that's a really hard one. But the Alpine County was

1 really excited. They were the first gold medal, but  
2 they're just a county. There's no cities in it, you know.

3           So -- so, yeah, I think there's more to be done  
4 there. There is no stick, but with carrots we're making  
5 slow and steady progress. And this -- the economic  
6 argument that more investments, you know, that --  
7 accelerating the adoption. I mean, I think people seem to  
8 get it. Part of the challenge has been, well, frankly  
9 COVID, and then also just lack of staffing resources at  
10 the local jurisdictions where they -- you know, they have  
11 a ton -- ten top priorities and we try to make this go to  
12 the top of the pile.

13           CTC COMMISSIONER LYOU: Thank you.

14           CTC CHAIR NORTON: Yeah, great. We want to call  
15 on next --

16           HCD DIRECTOR VELASQUEZ: Madam Chair?

17           CTC CHAIR NORTON: Excuse me. We want to call on  
18 next Commissioner --

19           HCD DIRECTOR VELASQUEZ: Madam Chair, this is  
20 Gustavo. I just wanted to -- I know you're move -- you're  
21 going to move to hearing from the public, but there were  
22 just a few comments and questions on building calls that I  
23 just wanted briefly to touch on. Is that -- is that  
24 something I can do now?

25           CTC CHAIR NORTON: And I did want to invite -- I

1 did want CARB Board Member Balmes to know that he's in the  
2 queue.

3 HCD DIRECTOR VELASQUEZ: Okay.

4 CTC CHAIR NORTON: Please proceed, Director  
5 Velasquez.

6 HCD DIRECTOR VELASQUEZ: Okay. So no I -- I'm in  
7 and out of the meeting. It's a long meeting, but I'm  
8 trying my best to stay engaged. And I heard some  
9 questions, comments about sort of the pace of the changes,  
10 especially as we're going to additional changes in our  
11 multi-family dwelling standards and then the relationship  
12 between that and cost.

13 And, you know, just for context, I just wanted to  
14 say that I don't think it's anything new to all of you to  
15 say that we have a tremendous problem of supply of housing  
16 in our state. When you look at the last, you know, eight  
17 to 10 years, this state has permitting half of what it  
18 should have been producing. And of that half, the least  
19 amount being produced is housing that can accommodate low  
20 and very low income people.

21 That -- you know, the -- you know, the issues  
22 that we do confront as a state around homelessness, you  
23 know, can really tie very well to an issue of lack of  
24 supply to very low income people. And we can't buy  
25 ourselves out of this problem. I mean, there will be

1 never the amount of subsidy that we would -- public  
2 subsidy that we could put into creating what the need is.

3           And so we hear all the time, you know, from  
4 industry, an issue of, you know, cost, cost being, you  
5 know, the number one issue. So we are -- we continue to  
6 explore -- you know, there are a lot of innovations in the  
7 field, whether it's through materials, whether it's  
8 through standards. I heard someone comment before about  
9 the types of standards that we use, how we could modify  
10 that. That's always going to be, you know, negotiations  
11 with industry. We are, as HCD, required to follow certain  
12 standards, not others.

13           But that's just part of the puzzle, right. It's  
14 also, you know, material innovations in construction. I  
15 just want to say, you know, we are looking at all the  
16 different possibilities to try to reduce cost, including  
17 working closely with local jurisdictions. Again, nothing  
18 new to -- for you to remind you that there are so many  
19 unnecessary barriers sometimes that local jurisdictions  
20 impose that delay construction, that impose so much cost  
21 before even you get to break ground on building a unit.

22           And so it's an all-of-the-above approach that  
23 we're taking in order to reduce cost. And if we do so,  
24 then we can obviously do augmentations that can meet  
25 climate goals much quicker than how we are doing it now.

1           But I just wanted you to know that we are mindful  
2 that all of the approaches matter and they are all on the  
3 table.

4           CTC CHAIR NORTON: Director Velasquez, you raise  
5 a really important point that I hope you will say again  
6 when we are talking about the CAPTI process in this  
7 afternoon, because this whole way of how we move to zero  
8 emissions and housing production together, and we look at  
9 cost impacts, and production impacts, this is exactly, to  
10 me, where we need to be putting it a all together in the  
11 CAPTI plan. So this is very important and I hope we get a  
12 chance to revisit it this afternoon. You're raising some  
13 really important issues for us all to address.

14           With that, I'd like to go to Director Balmes and  
15 then move to public comment.

16           CARB BOARD MEMBER BALMES: Thank you, Chair  
17 Norton. Can you all hear me?

18           CTC CHAIR NORTON: Yes, we can.

19           CARB BOARD MEMBER BALMES: I apologize for not  
20 being able to get my webcam to work on the GoTo platform.  
21 I suspect it's UCSF security issues, you know, because I  
22 have to deal with patients and patient information.

23           I want to say first that I tremendously  
24 appreciate the presentations and the dialogue that I've  
25 heard after the presentations. You know, I've been to a

1 number of these joint meetings. And, to me, this is the  
2 best one so far, in terms of really talking with each  
3 other.

4 CTC COMMISSIONER GUARDINO: (Thumbs up.)

5 CARB BOARD MEMBER BALMES: Yeah. Thank you,  
6 Carl. I agree with the thumbs up.

7 And then I also want to highlight I think an  
8 excellent suggestion of Joe Lyou -- I should say  
9 Commissioner Lyou, with regard to trying to quantify the  
10 health impacts of the service goods movement back up. And  
11 it's not just in Southern California. There are a number  
12 of cargo -- of container ships sitting in the -- in the  
13 San Francisco Bay for the same, you know, systemic  
14 problems as you outlined in Southern California.

15 And I think Chair Randolph that it wouldn't be  
16 that hard for our staff to do a sort of quick and dirty  
17 estimate of those health impacts. We could actually  
18 probably do a very careful one without too much effort, so  
19 I support that.

20 And then the actual comment that I wanted -- or  
21 the question that I wanted to ask was about -- well the  
22 context is actually somewhat following Board Member  
23 Hurt's, I think, very interesting suggestion about a zero  
24 emission car for all. But I think even very low income  
25 folks would have trouble unless, we gave a free car, even

1 with the subsidies that are provided and that Ms. Macomber  
2 is trying so hard to get to the people that need it. I  
3 still think zero emission vehicles are out of reach for  
4 very low income folks.

5           And I just want to have electric bikes in the  
6 conversation. You know, I haven't heard it today. Maybe  
7 I missed it and maybe it will come up later this  
8 afternoon. But I think that electric bikes are a way to  
9 go forward. And it -- it would be another way of not  
10 having bumper-to-bumper zero-emission cars. So I just  
11 want to make sure that we consider e-bikes as we move  
12 forward.

13           CTC CHAIR NORTON: Yes. Thank you so much.  
14 These are very important comments.

15           I'd like to move to Justin and the public  
16 comment. And then I have some closing questions and  
17 comments for us.

18           JUSTIN HALL: Thank you Chair Norton. I will  
19 begin by reading the written comments. We have five at  
20 this time.

21           The first comes from Steve Birdlebough. This  
22 came in during the Kyle Krause presentation. Steve  
23 writes, "If we want everyone to drive EVs, why don't we  
24 require every new parking space to recharge such  
25 vehicles"?

1 Thank you.

2 CTC CHAIR NORTON: Does anyone want to take that?  
3 We'll make a note of that and follow up on this  
4 question.

5 Next public comment.

6 JUSTIN HALL: The next written comment came in  
7 from Nancy Ramirez. This came in during the Emily Withers  
8 presentation. She writes, "Will this plan provide for  
9 more electric filling stations for electric cars"?

10 Thank you.

11 TYSON ECKERLE: May I --

12 CTC CHAIR NORTON: Tyson, can you take that?  
13 Yeah.

14 TYSON ECKERLE: Yes. Yes. I think the Building  
15 Standards will, the -- you know, a hundred percent  
16 that's - also just for the previous question - is a great  
17 target to get to. Some communities are going there. It's  
18 just a matter. You know, you might not even need a  
19 hundred percent as -- you know, if the faster level 2  
20 charging, you know, maybe its 50 percent of the spaces  
21 that actually might make more sense. So it's a balance  
22 of, you know, cost versus -- you know, it's a cost-benefit  
23 analysis. But the idea is to enable a hundred percent  
24 electrification, you know, plug-in and hydrogen.

25 CTC CHAIR NORTON: Thank you.











1 from the regional Clean Cars 4 All and in -- you know, it  
2 won't be immediate, but in the future we do have a scrap  
3 and replace program that is similar to Clean Vehicle  
4 Assistance Program and it's statewide and we can continue  
5 to see that very faster transition to clean mobility for  
6 our communities, so...

7 CTC CHAIR NORTON: Thank you. I'm going to give  
8 a bit of some wrap-up comments and a couple questions.  
9 And I know right after this, we're going go right into  
10 lunch. So first I wanted to ask --

11 CTC CLERK REMEDIOS: Madam Chair?

12 CTC CHAIR NORTON: Yes.

13 CTC CLERK REMEDIOS: We have one hand raised.

14 CTC CHAIR NORTON: Okay. Sorry. Couldn't see  
15 it. Let's call on that hand raised.

16 JUSTIN HALL: Thank you, Chair Norton. We have  
17 Will Barrett.

18 Will, you are free to unmute yourself and make  
19 your comment.

20 WILL BARRETT: Thank you very much. That is Will  
21 Barrett with the American Lung Association. I'll try to  
22 be brief knowing that the lunch is upon us.

23 I really just wanted to say that really  
24 appreciated the cross-agency discussion today. Really  
25 think the collaborative approach to meeting the EV order













1 electric vehicles and engage in this process. We also  
2 need to think about our funding resilience.

3 CTC COMMISSIONER GUARDINO: Madam Chair, can you  
4 hear me?

5 CTC CHAIR NORTON: Yes, we can, but we're in the  
6 middle of Tyson trying to respond to a tough question,  
7 which was one of mine, as he knows, so...

8 CTC COMMISSIONER GUARDINO: Great. And if I --  
9 depending on what Tyson said, if I can supplement that by  
10 what's in Senate Bill 1 relative to EV fees - may be not  
11 adequate, but at least it's in there - I'd be happy to.  
12 Otherwise, I'll put myself back on mute, Madam CHAIR.

13 CTC CHAIR NORTON: Thank you. I'll call on you  
14 after Tyson has an opportunity to respond.

15 TYSON ECKERLE: So, yeah, not a whole lot to add,  
16 except that we need to -- we do need to focus on this. We  
17 need to create a sustainable -- and economically  
18 sustainable system that includes the whole transportation  
19 infrastructure that enables all of us to do the things we  
20 want to do and get the goods that we want.

21 And so I think it's absolutely something that I  
22 think we're committed. Like in the -- if you look at the  
23 ZEV strategy, you know, it's called out in the -- well,  
24 the CTC's action plan, and I know Caltrans thinks about  
25 this, and CalSTA. And so like all the transportation

1 agencies, yeah, it's absolutely an issue.

2           So I wish I had something more insightful to say,  
3 but, you know, like the -- looking at kind of what the  
4 road charge goes or, you know, VMT fees. You heard some  
5 interesting discussion today, you know, even just the  
6 impact on lower income communities or priority communities  
7 for like a VMT type of approach. And so it's -- this is  
8 definitely something we need to focus in on.

9           CTC CHAIR NORTON: Absolutely. And now -- thank  
10 you, Tyson. And now Commissioner Guardino, do you want to  
11 add some commentary to that?

12           CTC COMMISSIONER GUARDINO: Happy to do so. So  
13 let me just start by saying these speakers comments are  
14 spot on and it's something we have to address. Senate  
15 Bill 1 did address that to some extent. It's not quite  
16 enough, but I think it was roughly a hundred to a hundred  
17 and twenty dollars a year for electric vehicle owners to  
18 help continue to pay for these transportation systems that  
19 SB 1 is trying to fund. Tyson may know the exact amount.  
20 And again, it may not be quite the exact hand-off, but it  
21 was something in the bill.

22           BILL HIGGINS: I do know that the Mineta  
23 Institute took those fees into account when they  
24 identified their funding shortfall.

25           CTC COMMISSIONER GUARDINO: Great. Thank you for

1 that.

2 CTC CHAIR NORTON: Thank you. Could you  
3 possibly, Bill, link us up to the Mineta Institute report,  
4 so that we can make that available for those who are  
5 listening?

6 BILL HIGGINS: I will do that.

7 CTC CHAIR NORTON: Okay. Wonderful.

8 And Terea, I know that you have to leave at  
9 12:30, so my comments were to you. So I want to catch you  
10 while you have ten minutes.

11 First, I want to say what a fantastic  
12 presentation you gave, and especially for slide two when  
13 you showed the slave ship. I think there's a difference  
14 between being silent and being speechless. And I think  
15 many of us were just speechless at the profound statement  
16 that you made in association with that slide.

17 And what I would like to ask on behalf of  
18 everybody who's going to be accessing your presentation  
19 without the benefit of your wise words, whether or not you  
20 would take the time to maybe write down in a paragraph  
21 what you would -- what you said in relation to that slide,  
22 so that people could take that time and be educated and  
23 really hear your wisdom in relation to the point you were  
24 making, because it was really a strong one, and I think it  
25 would be helpful to have. People have the benefit of your

1 words, as well as the slide itself.

2           TEREA MACOMBER: Sure. Yeah, I can -- I wrote  
3 out what I was going to say, so I can copy and paste that  
4 very easily. I think I'll just check in with Brigitte on  
5 how to give an updated set of slides with notes, because I  
6 know I had a lot of pictures and stuff too. So I can --

7           CTC CHAIR NORTON: Thank would be fantastic. And  
8 I wanted to ask you a question, because it's something  
9 that we're all exploring, and that is about access to EVs,  
10 and whether or not you're also exploring whether people  
11 want access in terms of ownership or there's the  
12 possibility of access in terms of being able to car-share  
13 an EV, or ride in an EV, especially as we're coming back  
14 from COVID and people are still trying to figure out how  
15 to pay the rent, and their mortgage, and everyone is  
16 fiscally constrained. Are you thinking about how to  
17 present a variety of access points to EVs? And then I  
18 wanted to also ask you about the after-market and how we  
19 should be looking at what the after-market could do to  
20 contribute to access to EVs?

21           TEREA MACOMBER: So for the first question,  
22 definitely, it's hard to balance, because especially in  
23 communities of color, car ownership is a form of wealth.  
24 So car ownership is really important for some families,  
25 because it's -- you know, we go back in history. It's

1 kind of the only way that you could build wealth -- one of  
2 the only ways to build wealth, because of the lack of  
3 access to mortgages. So we're -- we have that history and  
4 somewhat present problem to contend with.

5 So -- but then on the flip side, we don't want  
6 folks to go into more debt just to get a vehicle. So if  
7 by after-market, you're talking about pre-owned  
8 vehicles --

9 CTC CHAIR NORTON: Um-hmm.

10 TEREA MACOMBER: -- correct me if I'm wrong, that  
11 is something -- that is something that we are very excited  
12 about with all of the new vehicles that are coming online.  
13 So, in Erica's case saw she had the BMW i3, those are  
14 going for less -- I've seen some for \$8,000, you know, all  
15 the way up to brand new ones that are in the \$30,000  
16 range.

17 So we have models that are definitely -- you  
18 know, their battery technology might be a little bit  
19 older, so their range might not be the best. But  
20 definitely, doing those somewhat intimate needs  
21 assessments with folks and say like are you driving the  
22 hundred miles a day or are you driving like 20 miles a  
23 day? Because this range is completely fine for you, if  
24 this is, you know, a 150-mile range vehicle.

25 So education around range anxiety to reduce range

1 anxiety is definitely important.

2           Shared mobility -- so car ownership is important  
3 for some families. Shared mobility, I think for folks  
4 that aren't familiar with Green Raiteros, this is an  
5 amazing version of how resilient communities -- we can  
6 leverage resiliency within communities and just fund that  
7 resiliency. Like they created a shared mobility program  
8 themselves and then were able to just fund what they had  
9 already created as of form of resiliency and really uplift  
10 that. As that's a program right there, why are we going  
11 to try to create another one?

12           So I'd love to see more programs like that come  
13 online, especially for communities that don't have  
14 incredible mayors, like Mayor Rey León. You know, we have  
15 communities that may not have such strong voices that can  
16 navigate -- you know, navigate State government and  
17 understand how to get into the correct meetings to receive  
18 funding. So how can we do that work from our side to  
19 recognize that there's a lot of people -- you know, just  
20 from my experience and my family, like they're living in  
21 multi-unit dwellings. There is that one person that has a  
22 car that will leverage it to pick up groceries for a  
23 grandma, take some kids to school, pick up kids from  
24 activities. So there's forms of resiliency that are  
25 already happening. How do we uplift those?



1           A lot of the program incentives, especially  
2 CVA -- I believe it's CVAP as well as CVRP are giving  
3 incentives for e-bikes as well. So these incentives  
4 having multiple ways to leverage the funds for public  
5 transportation, if that's -- if you want to scrap this car  
6 and get public transportation for our children to be able  
7 to leverage that, and -- or get an e-bike. But I think in  
8 all of these conversations, we're really talking about  
9 movement of people. We're talking about mobility.

10           So recognizing that e-bikes are great, but  
11 studies have shown, you know, Black men specifically are  
12 more likely to be pulled over as a pedestrian even on  
13 bike. And a lot of Black men are using bikes as a form of  
14 transportation because of their inability to buy a car or  
15 their inability to get a license coming as a reentry -- as  
16 a returning citizen from prison.

17           So we can create systems and great ways to keep  
18 from, you know, greening our traffic, but also we have to  
19 recognize that some people move, and navigate, and get to  
20 and from places in a way that carries a much larger burden  
21 than some folks, so how do we bring that into the  
22 conversation as well.

23           After-market, folks in the Central Valley -- our  
24 partners, Valley Air, especially CCAC, are really focused  
25 on pre-owned electric vehicles, because we recognize

1 that's really where we can start giving out free cars,  
2 because these incentive amounts when you stack them  
3 together, we can get up to \$15,000 for a person for a  
4 vehicle. So then we start becoming like Oprah and saying  
5 you get a free car and you don't have to go into debt.

6 All of this is incentive is cash on the hood. We  
7 have, what is it, Clean Fuels Standard or there's a --  
8 there's another program that's coming on. It's a thousand  
9 dollars cash on the hood no matter who it is. And it's  
10 unfortunately still for new cars, but seeing a program  
11 like that move into for new -- for pre-owned vehicles  
12 would be great too, because then we're just stacking all  
13 these programs together and being able to give free cars  
14 to people, free forms of mobility to people, getting  
15 \$8,000 to use BART from Clean Cars 4 All Bay Area. That's  
16 incredible. That's a lot of public transportation use.

17 And leveraging the fact that we have Clipper  
18 Cards that work on buses, multiple forms of mobility is  
19 incredible. So we have the infrastructure. It's just  
20 coordinating enough to make sure that the end user is  
21 taking advantage of all of them to really get -- you know,  
22 get all of the money they deserve and leverage it to get  
23 the mobility they need.

24 CTC CHAIR NORTON: Well, thank you so much for  
25 that very thorough and for your really wonderful

1 presentation, really grounding this in really lived  
2 experience. Really appreciate it.

3           And Tyson my last question, and we'll go back to  
4 public comment, was about the issue about how you're --  
5 you and the PUC are looking at electricity as a fuel and  
6 the pricing related to that, that may be different than  
7 the charging for electricity as using just as a utility.  
8 And what you're thinking as -- you know, Bill Higgins  
9 correctly pointed out about how we're going to transition  
10 from a gas tax to a road user charge, and a VMT fee, how  
11 we can look at what we're going to be doing to make sure  
12 that there's no loss of funding, especially when SB 1  
13 funds are so counted on throughout the state to handle  
14 infrastructure needs.

15           TYSON ECKERLE: Yeah. There's a lot in that  
16 question. I think the rates question -- I mean, the  
17 Public Utilities Commission has, you know, a big stream of  
18 work on rates and trying to enable adoption, and working  
19 closely with the utilities, you know, managing demand  
20 charges. I mean, it's an interesting -- there's an  
21 intersection point with throughput, where you like the --  
22 kind of the traditional demand-charge based system  
23 actually is beneficial to the customer and -- as far as  
24 driving down prices.

25           So it's figuring our -- there's a cost to the

1 system and somebody has to pay for it. And how do we do  
2 that? You know, it's kind of like a push-pull ball of  
3 yarn type of approach. And I think Chair Randolph, you  
4 probably have a lot of insight there too through the --  
5 your previous role.

6           And then -- so I think there's a lot there. In  
7 terms of the -- you know, the taxes and everything, I  
8 mean, it's -- it's a complicated thing to untangle,  
9 especially if you look at the, you know, different  
10 collection points. I mean, even on the hydrogen side, we  
11 don't have really strong guidance on what the tax  
12 structure would be on the fuel, right? So right now, it's  
13 a sales tax is what is charged. There's no other -- you  
14 know, so that it's a -- this is all kind of new frontier  
15 type of stuff that we need to be thinking through, and  
16 like what is fair to the end user, and how do we still --  
17 like balancing that really pushing adoption giving clear  
18 benefits, you know, compared to internal combustion in the  
19 early market. And then while we're phasing in -- you  
20 know, so there's -- it's still always an advantage, not  
21 just an environmental advantage, but an economic advantage  
22 to drive electric battery vehicles and so --

23           CTC CHAIR NORTON: Yeah.

24           CARB CHAIR RANDOLPH: Can I just -- can I just  
25 respond a moment on the electricity as fuel point?

1           CTC CHAIR NORTON: I was just going to call on  
2 you.

3           CARB CHAIR RANDOLPH: As Tyson points out, I have  
4 a point of view on this. I mean, you know, I think the  
5 challenge is that the -- you know, sort of the -- whether  
6 you use it as fuel or you use it as electricity for other  
7 uses, you know, the generation, transmission, distribution  
8 cost is the same. So I think Yuliya touched on this a lot  
9 in her presentation, which is, you know, if you can  
10 structure your rates and structure your interaction with  
11 the customer so that they know the most cost effective  
12 times to charge their vehicle that benefit the grid and  
13 cost the least amount for that electricity to be generated  
14 and transmitted, then that's your opportunity to really  
15 kind of address that electricity as fuel point

16           CTC CHAIR NORTON: Fantastic. And I just want to  
17 ask a question about the Biden administration and the  
18 focus on growing the grid, because Tyson I know you've  
19 been doing a lot of thinking about this and just how do we  
20 get the grid to be resilient enough to handle California's  
21 very ambitious and national model standards. So how do  
22 you see California rolling out the grid resiliency part,  
23 so that we can match up with the number of chargers and  
24 all of the wonderful goals that we're going to try to meet  
25 in this program and then in our future discussion on CAPTI

1 in a second?

2 TYSON ECKERLE: Great question. I don't know if  
3 Yuliya is still here or, you know, obviously Chair  
4 Randolph has a good -- I mean, I know enough just to get  
5 in trouble and kind of -- so in terms of the -- you know,  
6 the planning, you have the Energy Commission doing the  
7 Integrated Energy Policy Reports, and that, you know,  
8 helps direct a lot with the investor-owned utilities  
9 investment -- investments they're making. I mean, I think  
10 there's a whole lot of pressures on investment to -- you  
11 know, for grid resiliency with Wildfire resiliency, the  
12 PSPS, and like -- so I think that it's a big -- you know,  
13 we're looking at it from a relatively narrow window into a  
14 very big system that takes a lot of investments to get.  
15 So I don't want to speak out of turn on that, and so --  
16 but I think there's definitely people -- you know, the  
17 Energy Commission and Public Utilities Commission working  
18 together to really answer that question.

19 And then throw on top of that, you know, getting  
20 to a hundred percent carbon free by 2045, if not sooner.  
21 I mean, it's -- it's challenging, but it's also real  
22 opportunities, so -- and then, of course, you know, as we  
23 start -- you know, certain conversations on offshore wind  
24 and solar, all these resources where they, you know, are  
25 getting the stuff where it is, being produced to where

1 it's needed, there's just -- there's a lot of planning  
2 that needs to go into that. But I feel like we have a  
3 good handle on it as a collective.

4 CTC CHAIR NORTON: Yeah. Well, that's the value  
5 of this collective, so I'm so glad we're getting a chance  
6 to think about this. And I want to make sure that we get  
7 to the rest of our public commenters. But Tyson thank you  
8 for that really thoughtful response, and the fact that  
9 we're making progress.

10 And let's get to the public commenters and then  
11 I'll call on Chair Randolph and Director Velasquez for  
12 some closing remarks and we'll move to our next item.

13 Justin.

14 JUSTIN HALL: Thank you, Chair Norton. Up next,  
15 we have Bill Magavern.

16 BILL MAGAVERN: Thank you very much. Thank you  
17 Chair Norton. This is Bill Magavern with the Coalition  
18 for Clean Air.

19 And I was really especially pleased to hear so  
20 much an emphasis on transportation equity in your  
21 discussion and presentation so far today. We at Coalition  
22 for Clean Air, along with our partners in the Charge Ahead  
23 California campaign came together in 2014 to sponsor a  
24 bill into law that makes it State policy to electrify the  
25 transportation sector in a manner that ensures that all

1 Californians, especially those who are most impacted by  
2 vehicular air pollution, can realize the benefits that  
3 electric vehicles can provide.

4           And as result of that legislation, California has  
5 a rich portfolio of well-utilized equity-focused programs,  
6 some of which you've heard about already this morning,  
7 designed to increase access to zero-emission vehicles and  
8 mobility in disadvantaged and low income communities. And  
9 that includes not only those programs where people end up  
10 owning an electric car, but also access to car sharing,  
11 and vanpooling, so that we're also serving our goal of  
12 reducing overall vehicle miles traveled.

13           But to Professor Sperling's point, we do need  
14 more funding. Some of these are already out of money.  
15 And so we are asking the Legislature to support the  
16 Governor's budget proposal and to fund these programs to  
17 get them back up and running again as soon as possible.  
18 And in addition to light duty, it's vital that we clean up  
19 our medium- and heavy-duty vehicles to displace the toxic  
20 diesel emissions that disproportionately impact low income  
21 communities of color often living downwind from freeways,  
22 ports, railyards, warehouses, and other facilities.

23           So when we talk about what the agencies can do, I  
24 think really the foundation of California's zero-emission  
25 vehicle efforts are the regulations that come from the Air



1 Resources Board. And the Board has upcoming opportunities  
2 to add to that through the Clean Miles Standard for the  
3 ride-hailing fleets, through next iteration of our Clean  
4 Car Standards, and the Advanced Clean Fleets Rule for  
5 trucks, requiring truck fleets to buy zero-emission  
6 vehicles.

7           CTC can help by funding zero-emission  
8 infrastructure through the Trade Corridor Enhancement  
9 Program. Last year, you made it clear that such  
10 infrastructure is eligible. So now we need to move to the  
11 phase where projects are actually getting funded. And  
12 HCD, as we heard earlier this morning, it's so crucial  
13 that multi-family dwellings can have access to charging.

14           So we urge you when you look at your building  
15 standards to make that as available as possible, so that  
16 people like Erica who we saw in the video, can have access  
17 to the savings that they get from not having to buy  
18 gasoline.

19           Thank you very much.

20           CTC CHAIR NORTON: Thank you.

21           Next public comment.

22           JUSTIN HALL: Up next, we have Ryan Kenny.

23           Ryan, you're free to unmute yourself and make  
24 pack a comment.

25           RYAN KENNY: Yes, Madam Chair, members. Good

1 afternoon. Thank you for taking my question.

2 I have a perspective I want to provide. My name  
3 is Ryan Kenny with Clean Energy. My company is the  
4 largest provider of renewal natural gas transportation  
5 fuel in the country. We have 165 stations alone in  
6 California. And we trying to displace diesel trucks, us  
7 and along with the industry. And I wanted to find out --  
8 you know, a lot of the conversation today has been great  
9 and our industry does support the Executive Order.

10 But I do want to point out that there really  
11 isn't a near-term focus on the heavy-duty space. And, of  
12 course, most of the State's NOx and greenhouse gas  
13 emissions come from heavy-duty transportation. But the  
14 Executive Order really doesn't require electrification in  
15 the heavy-duty space until 2045, and that's where  
16 feasible.

17 So we do want to point out that there really  
18 isn't a viable heavy-duty ZEV at this point. The industry  
19 is just really getting off the ground. There are a few in  
20 production this year. But as far as one-for-one  
21 displacement between heavy-duty ZEVs and diesel, there's  
22 just -- they just aren't there and they aren't expected to  
23 be there for, you know, the next number of years, at least  
24 until the Omnibus Regulation of a 0.02 NOx standard is  
25 required in 2027.

1           So I just want to point out that the industry --  
2 the renewable fuels industry along with low-NOx industries  
3 are ready to help out in the near term, but we just  
4 haven't seen any policies that focus on the near term for  
5 heavy-duty transportation. And I just didn't want to  
6 get -- have that get lost in the discussion today, because  
7 it's been a great discussion. Both -- mostly focused on  
8 light-duty, but heavy-duty in the near term is very  
9 important as well.

10           So I wanted to point that out and would welcome  
11 your comments.

12           Thank you.

13           CTC CHAIR NORTON: Thank you so much.

14           Tyson, do you want to make any comments about  
15 heavy-duty trucks right now?

16           CARB CHAIR RANDOLPH: I can -- I can actually  
17 make a comment on that.

18           CTC CHAIR NORTON: Okay. Thank you, Chair  
19 Randolph.

20           CARB CHAIR RANDOLPH: You know, there's  
21 absolutely a lot of work on -- in the near term, both on  
22 the regulatory front and we still have incentive programs  
23 that are meant to address that sector. So there is  
24 absolutely a lot of work happening in the short term. We  
25 are not waiting until 2045.

1 CTC CHAIR NORTON: Fantastic. Thank you very  
2 much for that response. And Tyson, did you have anything  
3 else you wanted to ask -- add to Chair Randolph's comment?

4 TYSON ECKERLE: No, I think that's right on. So,  
5 yeah, thank you.

6 CTC CHAIR NORTON: Cool.

7 TYSON ECKERLE: And also thank you to everything  
8 Cleaner Energy has done. I mean, it's been -- it's great,  
9 near term stuff too.

10 CTC CHAIR NORTON: Okay. Well, we have three  
11 more comments left and we are putting on the three-minute  
12 clock. I think everybody has generally been at that time,  
13 but I want to make sure, because we have a very important  
14 presentation waiting for us on CAPTI. So next speaker.

15 JUSTIN HALL: Next we have Bill Higgins. Bill,  
16 you're free to unmute yourself and make your comment.

17 CTC CHAIR NORTON: He did speak already.

18 BILL HIGGINS: I spoke already. So as much as I  
19 think I have something more to say, I'm going to just stay  
20 muted.

21 CTC CHAIR NORTON: Thank you. We appreciate  
22 that.

23 JUSTIN HALL: Thank you, Bill.

24 BILL HIGGINS: Okay.

25 CTC CHAIR NORTON: We appreciate your wise first

1 comment too.

2 Second speaker.

3 JUSTIN HALL: Thank you, Chair. We have no other  
4 hands raised at this time. We just have one written  
5 comment left, which I will -- I'll read from Eric Barnes.

6 "Eric Barnes, Motorcycle Industry Council. It  
7 appears that the direction of charging infrastructure  
8 development is towards commuting. Motorcycles are not  
9 only used for commuting, but also recreationally along  
10 rural routes. Additionally, electric off-highway  
11 recreational vehicles need sufficient charging  
12 infrastructure at public areas. Are there plans to expand  
13 infrastructure development beyond commuting routes to  
14 support other uses of vehicles?

15 "Second question. Are there any thoughts or  
16 plans in place related to the ending of solar tax  
17 incentives and the impact this will have on residential  
18 adoption of solar power"?

19 Thank you.

20 CTC CHAIR NORTON: Chair Randolph, I'll call on  
21 you first and then Tyson.

22 CARB CHAIR RANDOLPH: Sorry. I had to -- I had  
23 to get off mute.

24 I don't -- I don't have anything to add at this  
25 moment.

1           CTC CHAIR NORTON: Okay. Tyson, on motorcycles  
2 and access to charging.

3           TYSON ECKERLE: That's great. Yeah. So we are  
4 working actually with Rivian to start to try to get  
5 chargers into the State Parks system. So Rivian is being  
6 very aggressive and trying to enable that off-road, you  
7 know, electric options or at least getting out to those  
8 adventure areas. And so I would imagine that motorcycles  
9 could take care of -- take advantage of the same thing.  
10 You know, just watching the Long Way Up documentary is  
11 pretty inspiring, just those two coming together.

12           So -- yeah, so there's a lot. And we're working  
13 with Department of General Service with our State Parks to  
14 figure out which -- and the CPUC and the IOUs have gone  
15 down that road. There was a piece of legislation a couple  
16 years ago that helped direct some of that investment.  
17 There are some challenges getting electrification out to  
18 those areas.

19           And one final thing is we have a great company  
20 that, you know, does the Envision ARC Solar -- you know,  
21 the fully integrated, just drop it in a parking spot, and,  
22 you know, you're good to go. So there's options there out  
23 in the marketplace that are California based.

24           CTC CHAIR NORTON: Fantastic. That's great.  
25 Thank you. That, I believe, completes public comment,

1 Justin, are we confirmed?

2 JUSTIN HALL: Yes, Chair Norton, that is correct.

3 CTC CHAIR NORTON: Okay. Chair Randolph, do you  
4 have any closing comments on this item?

5 CARB CHAIR RANDOLPH: I do not. I think this was  
6 a really great discussion, a lot of good points. Really  
7 appreciate the work of all of our panelists and super  
8 excited to have the CAPTI conversation. So I don't have  
9 anything to add at this point. Thank you.

10 CTC CHAIR NORTON: Excellent. Thank you so much.  
11 Director Velasquez.

12 HCD DIRECTOR VELASQUEZ: No. Ditto. Thank you.

13 CTC CHAIR NORTON: Thank, God for a good ditto.

14 Okay. So we are now on Agenda Item number 3, the  
15 draft Climate Action Plan for Transportation  
16 Infrastructure or CAPTI. We will hear from Deputy  
17 Secretary for Environmental Policy and Housing  
18 Coordination Darwin Moosavi from CalSTA will present the  
19 draft Climate Action Plan for Transportation  
20 Infrastructure, also known as CAPTI.

21 Thank you very much, Darwin, for your patience as  
22 we went through the rest of the previous item before  
23 lunch.

24 (Thereupon a slide presentation.)

25 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so

1 much. Can you all hear me okay?

2 CTC CHAIR NORTON: We sure can.

3 CalSTA DEPUTY SECRETARY MOOSAVI: Great. Well,  
4 thank you, Chair Norton for the introduction. Thank you  
5 Chair Randolph and Director Velasquez for having me here  
6 today, and Commissioners and Board members. Very excited  
7 to continue our conversation on the draft Climate Action  
8 Plan for Transportation Infrastructure that we have had  
9 the opportunity to speak to you all about previously, as  
10 well as presented at the last CTC meeting back in March on  
11 this item as well.

12 And I think, you know, this conversation will  
13 hopefully be a great kind complementary piece to talk  
14 about in addition to the ZEV conversation we had this  
15 morning.

16 Next slide.

17 --o0o--

18 CalSTA DEPUTY SECRETARY MOOSAVI: One more,  
19 please.

20 --o0o--

21 CalSTA DEPUTY SECRETARY MOOSAVI: So this effort  
22 to put together a Climate Action Plan for Transportation  
23 Infrastructure that is being led by CalSTA and has been  
24 really an interagency effort, including all of the  
25 agencies represented here on this joint body here today,



1 was borne out of the Governor's Executive Order N-19-19  
2 back in 2019, where the Governor called on our agency to  
3 leverage State transportation spending to help meet  
4 climate change goals. And this Executive Order, you know,  
5 I believe is an acknowledgement that as important as the  
6 zero-emission vehicle strategies that we heard about today  
7 are to meeting our climate health and equity goals that  
8 they alone are not enough.

9           And as we've heard earlier on the climate side,  
10 we will continue to have vehicles on the road that have  
11 combustion engines well beyond our 2035 and 2045 targets.  
12 From a health perspective, we can't continue to live our  
13 sedentary lifestyles without providing options for more  
14 active transportation for folks in addition to the air  
15 quality issues that we've talked about amongst -- also  
16 thinking about safety, of our -- of our road users. And  
17 then from an equity perspective, you know, ensuring that  
18 we have access to options and that folks do not have to  
19 depend on one of the most expensive forms of  
20 transportation that we have, the car, as their only option  
21 to get around. It's critical as we think about equity  
22 moving forward.

23           And so this -- this Executive Order tries to  
24 tackle those different pieces and lays out in different  
25 ways our agency can work across the transportation funding

1 that is available at a statewide level to help  
2 incentivize, and prioritize, and leverage those dollars in  
3 a way that helps get us to infrastructure that supports  
4 these goals.

5 Next slide.

6 --o0o--

7 CalSTA DEPUTY SECRETARY MOOSAVI: And so  
8 specifically, the Executive Order calls out over \$5  
9 billion of transportation infrastructure funding in the  
10 form of these programs that you see -- that you see here.  
11 And these programs all have various statutory requirements  
12 of their own. The common thread between all these  
13 programs is the State, whether it's through CalSTA,  
14 Caltrans, or the California Transportation Commission, or  
15 a combination of those agencies, the State has some direct  
16 project selection role in these programs, whether it's  
17 through grant programs -- competitive grant programs,  
18 where we pick awardees or through direct funding of these  
19 program -- or these projects. We have a role to play in  
20 terms of determining which projects get prioritized for  
21 funding and influencing the scoping of those projects as  
22 well in some cases.

23 Next slide.

24 --o0o--

25 CalSTA DEPUTY SECRETARY MOOSAVI: So given that

1 premise of wanting to leverage those dollars to meet those  
2 goals. You saw on the first slide of reducing vehicle  
3 miles traveled and providing multi-modal options for our  
4 travelers to meet our State goals, we've set out on a  
5 robust and lengthy comment -- or I should say public  
6 process, outreach process, including various opportunities  
7 for public input and comment. We've had surveys and  
8 workshops, many key stakeholder -- meetings and  
9 presentations and dialogues with key stakeholders. And  
10 we're continuing to do so moving forward, as well as I'll  
11 mention near the end of this presentation in terms of  
12 future opportunities. But we've now landed on a public  
13 draft that was released in early March.

14 Next slide.

15 --o0o--

16 CalSTA DEPUTY SECRETARY MOOSAVI: And so this  
17 draft, the Climate Action Plan for Transportation  
18 Infrastructure is a holistic framework for aligning our  
19 State infrastructure investments with our climate health  
20 and social equity goals and is built on the foundation of  
21 the fix-it first approach established in SB 1. So, you  
22 know, I want to reiterate that this is very much a policy  
23 framework document. Much of -- as mentioned here, much of  
24 the proposed changes that we're talking about are  
25 administrative actions that we as agencies can take to



1 through here. And then under those ten guiding  
2 principles, we've come up with a list of seven specific  
3 strategies on how we can work towards implementing our  
4 guiding principles. And under the seven strategies, we  
5 have broken up 30 specific actions that the Transportation  
6 Agency can take. And then we're also making  
7 recommendations to the California Transportation  
8 Commission on various actions that we recommend they  
9 consider as well.

10 And I'll go through some of those here today. I  
11 want to highlight a few that I think might be of interest  
12 to this group.

13 Next slide, please.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: So the guiding  
16 principles that make up the investment framework, there  
17 are ten of them. I wanted to start by highlighting these  
18 three, which are really about some of the key investments  
19 that we need to make. As we've talked about today, I  
20 won't go into it a whole lot more, since we've had a great  
21 robust discussion on it. Investing in our zero-emission  
22 vehicle infrastructure is key and critical as part of this  
23 investment framework.

24 In addition to doing so, we need to make sure  
25 we're providing additional options for Californians to get

1 around. And so building towards an integrated statewide  
2 rail and transit network is also a key area of investment,  
3 as well as investing in networks of safe and accessible  
4 bicycle and pedestrian infrastructure.

5 We heard earlier -- I think One of our commenters  
6 mentioned the need for electric bicycles as well as  
7 electric vehicles. And so we need to make sure that we  
8 have infrastructure for those types of -- modes of  
9 transportation.

10 Next slide.

11 --o0o--

12 CalSTA DEPUTY SECRETARY MOOSAVI: And as we build  
13 those infrastructure pieces and focus on prioritizing  
14 projects that get us infrastructure built to support those  
15 modes, we have seven other guiding principles that I think  
16 of as the how we do that and how we think about making  
17 sure we're doing those things in a fashion that gets us  
18 closer to our goals.

19 And, you know, I'll just briefly go through  
20 these, and happy to dive into any of this deeper. But  
21 strengthening our commitment to social and racial equity  
22 by reducing public health harms that our projects cause,  
23 while -- and economic harms, and while maximizing the  
24 community benefits of those projects to -- particularly to  
25 communities of color and low income communities is

1 critical to look at within our projects.

2 Making safety improvements to reduce fatalities  
3 and severe injuries and to focus on the loss of life and  
4 injuries when we think about safety improvements on our  
5 roadways I think is something that we want to center in  
6 the work that we do.

7 As we think about reducing emissions -- you know,  
8 as you all know, we're already seeing the direct impacts  
9 of climate change. You know, particularly folks in the  
10 transportation sector are seeing that on our roadways  
11 annually and as we see increased costs of repairs from  
12 extreme weather events. So assessing physical climate  
13 risk to our infrastructure and incorporating that into our  
14 decision making is absolutely key.

15 And promoting projects that you're not increasing  
16 passenger vehicle travel. Now, this one is rather  
17 important I think as we look towards building out our  
18 transit network and bicycle network to provide people  
19 options to opt out of congestion and to have alternative  
20 modes to get around. We also need to acknowledge that the  
21 research shows -- research on reduced travel shows that  
22 particularly in highly congested and urbanized areas, that  
23 we cannot continue trying to build our way out of  
24 congestion, and that we're worsening our air quality  
25 issues and our equity issues as well by doing so, and that

1 that needs to be a critical part of our decision making.

2 We need to promote compact infill development.  
3 As we've discussed today, land use is an important part of  
4 the solution. The transportation strategies we have here  
5 and how we spend transportation dollars are just one piece  
6 of the VMT reduction that we need to see. And critically  
7 important is also ensuring that people have the  
8 opportunity to live closer to their jobs, and as was  
9 mentioned earlier, have jobs closer to their homes as a --  
10 as a strategy to reduce their dependence on driving and  
11 the amount of driving that they're required to do.

12 And, you know, real quick I'll say the flip side  
13 of that is protecting our natural and working lands, in  
14 addition to promoting development in infill areas, making  
15 sure that lands that serve other uses aren't converted to  
16 development, if we're providing enough opportunity for  
17 development in the right places.

18 And then finally and I think very importantly, as  
19 we think about our zero-emission system and our  
20 zero-emission infrastructure, I should say, rolling out,  
21 particularly I think in the transportation infrastructure  
22 realm thinking about the freight system. And I emphasize  
23 the word "system" in developing an actual network and  
24 system as part of our planning efforts is really going to  
25 be critical to continue improving our freight mobility



1 moving forward.

2           So with that, next slide, please.

3                               --o0o--

4           CalSTA DEPUTY SECRETARY MOOSAVI: And so CAPTI  
5 puts out seven strategies on essentially how to bring that  
6 set of guiding principles to action and areas that we  
7 should focus on. And for the sake of time and for  
8 discussion, you know, these actions are just grouping  
9 mechanisms for -- or, sorry, these strategies are grouping  
10 mechanisms for our specific actions that we have laid out.  
11 So instead of reading through the strategies, I'm going to  
12 just talk about some of the actions that are embedded  
13 under each of these. And so I've kind of grouped those  
14 together on the next slide.

15                               --o0o--

16           CalSTA DEPUTY SECRETARY MOOSAVI: And I'll share  
17 two sets of these. But I just wanted to go through some  
18 here that are under strategy number one and two. And so  
19 the actions that we've set forward are rather specific to  
20 the various programs that fall under the Executive Order.  
21 But, you know, I just wanted to talk about some of the  
22 impact on these -- of these actions and what they could  
23 do.

24                               Specifically, the first two are recommendations  
25 in the document to the CTC on guidelines on the two

1 programs, the Solutions for Congested Corridors Program  
2 and the Trade Corridor Enhancement Program.

3           The first action asks to prioritize solutions for  
4 congestion in that program, that enable travelers to opt  
5 out of congestion instead of focusing on increasing  
6 throughput for more vehicles. As we said earlier,  
7 particularly in highly congested urbanized areas, research  
8 shows that that is a futile effort and that we can't  
9 relief congestion that way. So providing those  
10 alternatives and focusing our funding on those  
11 alternatives through the funding available there I think  
12 is critical.

13           And the second piece we actually, I think, heard  
14 echoed earlier in a public comment, which is looking at  
15 the Trade Corridor Enhancement Program and providing both  
16 an opportunity to invest in and also prioritizing  
17 investments in zero-emission vehicle infrastructure as  
18 part of those larger trade corridor and freight mobility  
19 improvement projects that are funded there. I think  
20 that's critical.

21           Moving on to the next strategy items here. We  
22 have a couple items here that are really aimed at transit  
23 recovery as we come out of the pandemic. One is to  
24 implement the integrated travel program, which is a great  
25 program that aims to provide more seamless travel between

1 our transit agencies and for transit users, which I think  
2 is really important to ensuring that transit is a  
3 competitive mode of travel. Ease of access I think will  
4 be critical, both from a payment standpoint and timing  
5 standpoint, and usability standpoint.

6 And then also supporting transit agencies through  
7 our Transit and Intercity Rail Capital Program in meeting  
8 their ZEV targets for their fleet and providing funding  
9 through that program to do so is what 2.3 is about. And  
10 that will be really important.

11 And finally on this slide, in terms of our  
12 various funding programs is we've heard from a lot of our  
13 stakeholders the Active Transportation Program, which is  
14 one of the most oversubscribed programs or is the most  
15 oversubscribed program listed on this Executive Order  
16 needs additional funding, particularly long-term,  
17 sustainable, committed funding for future cycles to come.  
18 And so that's something we're committed to exploring  
19 within our plan.

20 Next slide, please.

21 --o0o--

22 CalSTA DEPUTY SECRETARY MOOSAVI: All right. And  
23 this is my last set of actions here I'll go through with  
24 you all. We also have an action around establishing a  
25 Transportation Equity and Environmental Justice Advisory

1 Committee amongst the transportation agencies, CTC, CalSTA  
2 and Caltrans and working in conjunction to do so. I think  
3 this will be critical to provide a space for input into  
4 our programs and planning efforts from representatives  
5 of -- through representatives of those communities.

6 We're also working to develop climate risk  
7 assessment planning and implementation guidance to  
8 essentially analyze climate risk on projects as kind of a  
9 standard practice is the aim there. We've heard a little  
10 bit about SB 743 and the vehicle miles traveled metric  
11 there. Looking -- won't get too deep into that right now.

12 But as that gets implemented, we need mechanisms  
13 to mitigate for VMT and transportation projects. So we're  
14 interested in exploring that, as well as convening efforts  
15 to explore various roadway pricing solutions that we could  
16 be working to implement with our local and regional  
17 partners.

18 And the last two, which are kind of the  
19 connection to the very important land-use related and  
20 housing work that's happening at the State. We need to  
21 make sure that we use our transportation investments and  
22 leverage those to incentivize infill housing production,  
23 both through ensuring that our infrastructure is  
24 supportive of the right type of housing in the right  
25 places and also ensuring that our transportation partners

1 that are applying to our programs are where -- you know,  
2 they're able to supporting pro-infill policies.

3 And, you know, this is -- we're looking forward  
4 to leveraging the prohousing policy work that --  
5 Prohousing Designation work, I should say, that HCD is  
6 working on and partnering with them on implementation in  
7 this piece.

8 And the last item here, which I'm very excited  
9 about, and this is something that is also reflected in the  
10 new American Jobs Plan that the Biden administration has  
11 released, is we'd like to explore creating a highways to  
12 boulevards conversion program -- pilot program, which  
13 really looks at particularly low income and disadvantaged  
14 communities, communities of color where under-utilized  
15 highways have played a key role in dividing those  
16 communities. And not only looking at repairing those  
17 divides, but also using the opportunity to rebuild in a  
18 way that brings more housing, particularly affordable  
19 housing, to those communities as those conversion of those  
20 projects happen.

21 And this is something that I think the federal  
22 government is really interested in exploring. So we want  
23 to make sure we position California in a competitive  
24 manner for those dollars by finding opportunities to fund  
25 the planning on that work. So I just wanted to share that

1 smattering of -- I know that's a lot of different strat --  
2 actions and that's only a few of what's in the plan, but  
3 to give you all a sense of the various different types of  
4 things we're looking to tackle with this plan.

5 --o0o--

6 CalSTA DEPUTY SECRETARY MOOSAVI: We hope to kind  
7 of continue having regular evaluation of this effort once  
8 it's complete in July and to come back to you all and  
9 present on annual progress reports at future joint  
10 meetings, if you all are willing to have us.

11 And with that, I'd like to go to the next slide  
12 and talk about some future opportunities for engagement  
13 for folks who are tuned in here today.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: And then we can  
16 open it up for discussion. But I had to turn these slides  
17 in over a week ago, so I don't have the most updated  
18 information here. But we do have additional workshop  
19 opportunities.

20 Coming up, the CTC will be hosting two workshops  
21 in partnership with CalSTA and Caltrans coming up on April  
22 20th and 23rd. The Public Health Work Group, as part of  
23 the Climate Action Team, which is I believe co-sponsored  
24 by CARB and CDPH, on April 22nd will also be hosting an  
25 opportunity to discuss CAPTI.

1           And then we will also be extending the public  
2 feedback deadline. I believe our target date for that is  
3 the third week of May and we'll be getting a updated time  
4 of date, as well as all those workshop dates out to our  
5 stakeholders on our stakeholder list, as well as our  
6 website hopefully by the end of this week.

7           So with all of that, I would love to turn it back  
8 over to you, Chair Norton, and open it up for discussion.

9                           --o0o--

10           CTC CHAIR NORTON: Fantastic. Well, thank you so  
11 much, Darwin, for making such a thorough presentation. I  
12 see I have two commissioners of mine, Vice Chair Alvarado  
13 and Chairwoman Inman, and now Chairwoman Eager. I also  
14 see CARB Board Member Dan Sperling and more are jumping  
15 on. So let me let you get to questions and then we will  
16 move on to future -- public comments, because I know  
17 public commenters are starting to raise their hands as  
18 well.

19           So Vice Chair Alvarado, we'll start with you.

20           CTC VICE CHAIR ALVARADO: Thank you, Madam Chair.  
21 Darwin, S2.4, you're gong to increase the funding. Is it  
22 still -- is that new funding, new monies that are coming  
23 in or is it still relying on taking monies from existing  
24 programs?

25           CalSTA DEPUTY SECRETARY MOOSAVI: Great question

1 commissioner. So 2.4 talks about increasing Active  
2 Transportation Program. What we've said in the draft  
3 that's out publicly now is that we're looking for  
4 stakeholders to recommend pathways forward to that and  
5 that we're kind of open to various options. What we have  
6 also stated in the document is that our number one  
7 priority would be new funding, though we're particularly  
8 interested in looking at federal funding that may be  
9 coming our way in the future as a prioritization for where  
10 to find that kind of permanent source of money for that  
11 program that very much needs it.

12 But we're open to hearing from others to see if  
13 there -- you know, if there are other opportunities  
14 including existing programs that we could explore if, you  
15 know, new funding were not to be available.

16 CTC VICE CHAIR ALVARADO: So the plan on raiding  
17 the other programs is still in play?

18 CalSTA DEPUTY SECRETARY MOOSAVI: The document  
19 asks stakeholders for options and (inaudible) --

20 CTC VIC CHAIR ALVARADO: Darwin --

21 CalSTA DEPUTY SECRETARY MOOSAVI: -- capital of  
22 the existing programs as potential options that we're  
23 willing to explore, yes.

24 CTC CHAIR NORTON: Okay. Vice Chair Alvarado?

25 CTC VICE CHAIR ALVARADO: (Shakes head.)



1 CTC CHAIR NORTON: Okay. Commissioner Inman.

2 You're muted.

3 Commissioner Inman --

4 CTC COMMISSIONER INMAN: Sorry guys. Sorry.

5 CTC CHAIR NORTON: There you go.

6 CTC COMMISSIONER INMAN: I was anxious to get  
7 going here. Anyway, Darwin, I hope you were able to join  
8 us this morning. We had a very rich morning. And if you  
9 weren't, I'm sure it's recorded. But a lot of things --  
10 and I think Terea really was meaningful and insightful for  
11 all of us. And I'm thinking about as we do this CAPTI,  
12 she encouraged us in terms of our equity to be culturally  
13 sensitive. And I think we also need to be operationally  
14 sensitive, so thinking of the culture of our businesses  
15 and those operations, and also thinking about the language  
16 we speak. And you know, all of us that, for whatever  
17 perch we sit on, we speak a funny language, so to speak,  
18 whether it's the acronym soup of transportation or energy,  
19 you know name it. So I think for all of us, we need to  
20 really listen and think about the lessons she was sharing  
21 with us in how the work we all do. So I would encourage  
22 you, if you weren't able to join us -- and I know there's  
23 going to be some follow-up work that we're all going to be  
24 doing together. So I think that would really be  
25 meaningful.

1           And, you know, we heard today from Commissioner  
2 Lyou that Mitch, our Executive Director, Mitch Weiss is  
3 going to solve all the congestion at the ports. But I  
4 think seriously, when you talk about the goods movement  
5 sector, remember that we have a system of systems. So we  
6 have such co-dependency. And I think the group that's  
7 here together is representing -- is representative of the  
8 co-dependency that we all feel between the nexus between  
9 emissions, air quality, housing, economics, and mobility.  
10 So I think for all of us, we just really have to think of  
11 that. And, you know, Gustavo was reminding us this  
12 morning that we have some unintended consequences.

13           And as we desperately saw -- seek to solve the  
14 housing crisis in our state, some of the things we do just  
15 drive that a little more out of reach, a little more out  
16 of reach. So I think we all have to work really smart and  
17 efficiently to make sure that every dollar collectively  
18 moves -- rises the whole tide I think for everyone.

19           So one question in all of this that I have is  
20 really about our RTP planning. And Bill Higgins was just  
21 here reminding us about to pay attention to our journey  
22 away from gas and the gas tax therefore, so really do have  
23 to work together to figure out what our funding source is  
24 going to be.

25           But between the RTP and Sustainable Communities

1 Strategies that each of our communities, how did all of  
2 that roll into the work that you all did?

3 CalSTA DEPUTY SECRETARY MOOSAVI: That's a great,  
4 great question, Commissioner Inman. You know, in terms of  
5 the interplay between this document and the work happening  
6 at the regions, obviously many of the projects we're  
7 talking about here are identified and funded through -- or  
8 I should say identified and partially funded through the  
9 RTP list of projects. And, you know, the vision for how  
10 all of this plays out in each region is very much embedded  
11 in those regional plans. I think what we're talking about  
12 here in the aspect that the statewide Climate Action Plan  
13 is brining is how do we -- how do we essentially align our  
14 State goals and I should say State programs and planning  
15 efforts to also work towards those goals that our regional  
16 governments are working towards and then prioritize the  
17 limited State funding that we have to essentially fund the  
18 high impacts of projects in terms of climate health and  
19 equity that are found in those various regional plans that  
20 you're talking about.

21 So, you know, this is very much oriented around,  
22 you know, what the State can bring to the table as the  
23 region's work on those efforts.

24 CTC COMMISSIONER INMAN: So was -- are you  
25 describing then a process where the locals have done their

1 work and then you would seek the alignment of where you  
2 could embellish that or is it -- I just worry about taking  
3 the Matterhorn out at Disneyland, so to speak, if you'll  
4 forgive the triteness of my roots, my hospitality roots.  
5 But, you know, we were always warned that you have this  
6 critical mass and so I'm a little confused with that in  
7 terms of how is the synergy of the alignment there. And  
8 probably -- maybe it's too soon to know.

9 CalSTA DEPUTY SECRETARY MOOSAVI: Yeah. You  
10 know, I think -- you know, as you know, even now as we  
11 fund various projects that are brought forward through the  
12 competitive programs, you know, we're having to pick and  
13 choose amongst various projects that are in RTPs across  
14 the state. So I think this plan doesn't change that  
15 dynamic. We're just talking about providing some guiding  
16 principles on how the state should maybe prioritize  
17 amongst the competition of those projects a little bit  
18 differently, understanding that the projects are still  
19 being identified through and are part of, you know, the  
20 regional solutions in each of those regions. And we have  
21 limited funding, and with that have to make decisions  
22 on where we put our piece amongst what the regions are  
23 trying to do, if that makes sense.

24 CTC CHAIR NORTON: Thank you.

25 Does that finish your comments?

1           Okay. I'll move to Commission Eager.

2           CTC COMMISSIONER EAGER: Yes. Thank you. And I  
3 wanted to add on to and thank Commissioner Inman on her  
4 views on inclusion. I think sometimes we forget there's  
5 all kinds of parts of California, but also a lot of  
6 different voices. And I'm afraid sometimes we hear the  
7 same voices over and over again from our stakeholders.  
8 And so as we go forward and we view our workshops, to  
9 include different industries, different businesses  
10 community groups, so that we can hear those voices is very  
11 important. And I know we're doing that. At the CTC,  
12 we've -- I know I've sent in about a list of 30 or 40  
13 different entities that we'd like to hear from. But I  
14 would encourage everyone to reach out to those voices that  
15 we haven't heard from before, because I know they also  
16 believe that this is really important. And I think as  
17 Commissioner Inman said, we also have to put it in a way  
18 that they understand and not use those acronyms that --  
19 they say why did I get this. I don't even know what this  
20 means, right, because we do care what they think and we do  
21 want to make sure that they're included in this process.

22           Thank you.

23           CTC CHAIR NORTON: Yeah. Darwin, did you want to  
24 say a little bit about, you know, the one size not fitting  
25 all and regional exploration, because I think CAPTI

1 mentioned something about that. But how are you handling  
2 some of the areas of the state that may not be in the same  
3 place that some areas are?

4 CalSTA DEPUTY SECRETARY MOOSAVI: Certainly. You  
5 know, I think it's a -- it's obviously a critical point  
6 and it's a challenge that we all have with any sort of  
7 statewide policy work that we do, given the diversity of  
8 the state. You know, I think if you look at the guiding  
9 principles that we've put forward near -- they're a rather  
10 high level, and that's because the specific solutions will  
11 look very different.

12 You know, we think, for example, the concept of  
13 active transportation projects and active transportation  
14 as a mode is universally important in communities around  
15 the state. But why they're important, how they're  
16 important, what that looks like in different places is  
17 very different. In some places, you know it could be  
18 about connecting, you know, community members to their  
19 school in their disadvantaged community where there isn't  
20 even a sidewalk or a bike line. In other places, it could  
21 be about, you know, a big protected bike boulevard or  
22 bikeway in an urban environment.

23 So, you know, the -- we've tried -- we've tried  
24 to put forward a framework that we think can apply  
25 everywhere. And then what the specific solutions look

1 like, obviously will vary greatly. And we have -- also, I  
2 should say, we have some specific actions around working  
3 with stakeholders across the state, where we think there's  
4 room for the state to be more supportive of different  
5 types of solutions. For example, we've called out the  
6 need to have discussions with our rural transit agencies  
7 on how the date -- or the State can better fund and  
8 support rural transportation solutions. We tend to -- at  
9 least at a statewide level, you know, given how the  
10 funding programs are set out.

11 And this is, I think, the case amongst all of our  
12 programs. You know, bigger projects sometimes tend to  
13 compete well. We've seen it in the active transportation  
14 program as well. And that's just -- that's just the  
15 nature of, you know, competing at a statewide level. So  
16 how do we make sure that we're not leaving behind, you  
17 know, in that case, in that example, smaller and often  
18 disadvantaged communities that could benefit from those  
19 State dollars.

20 CTC CHAIR NORTON: Great. Thank you very much,  
21 Darwin.

22 Our next speaker is CARB Board Member Dan  
23 Sperling.

24 CARB BOARD MEMBER SPERLING: Thank you very much.  
25 Again, we're having a very useful fruitful discussion

1 here. I want to say that this -- one of the areas that  
2 really underlying a lot of what CAPTI is about is this  
3 idea of reducing VMT. And I understand that's -- even a  
4 naive professor knows that that's a politically  
5 challenging goal to have. But it's hugely, hugely  
6 important, because for one thing, it's really an  
7 indicator -- it's a strategy for improving health. It's a  
8 strategy for reducing cost both to the state for  
9 infrastructure, to users. It's a way of improving  
10 community, a more efficient use of land.

11 And so just a little bit of context on this is  
12 that we've -- in California, we've created a car-centric  
13 transportation system. And what I mean by that is almost  
14 everyone relies on light-duty vehicles for mobility. Mass  
15 transit serves less than two percent, two percent of our  
16 passenger miles in California. Okay. So transit is  
17 important for some -- for many people in many communities.

18 But if we look at it in terms of how many people  
19 it actually serves. If we think about it in terms of how  
20 many people can't afford a car, people that are physically  
21 disadvantaged that can't drive a car, we are doing a very  
22 poor job in California of serving our population. In  
23 fact, one could even say it's certainly irresponsible,  
24 even verging on criminal on what a large percentage of our  
25 population we are marginalizing. That is the equity



1 question here -- problem here, certainly in a  
2 transportation sense.

3           And so when we think about -- and you know, it's  
4 like we talk about lots of people have cars, even  
5 relatively low income people. But the reality is that  
6 many of those cars are unreliable, there's multiple people  
7 depending on it. And so there's a large percentage of our  
8 population that has poor access to jobs, to health  
9 services, to all of the activities of our society.

10           And so if we say -- many people say then, well,  
11 reducing VMT is the wrong strategy. But that's incorrect.  
12 What our goal should be is reducing VMT, but increasing  
13 accessibility for many of the segments of our population.  
14 And we can do this. We can increase accessibility by --  
15 and reduce VMT. These are not incompatible. In fact,  
16 they're very consistent and they together lead to huge  
17 benefits to our state and to people.

18           And the reason that's true is because we at  
19 our -- are at a really important point in history. We --  
20 in transportation. We've had many decades, arguably all  
21 the way back to the advent of freeways or even back to the  
22 Model T, where we've had very little innovation in  
23 transportation in systems innovation. I mean, our  
24 transportation systems functionally hasn't changed in  
25 decades, after decade, after decade. But now we have the

1 innovations. We have the opportunity to do it much  
2 better. We have, you know, what we call, micromobility.  
3 So, you know, the dockless bikes, dockless scooters. We  
4 have microtransit, where we can use a lot of the demand  
5 responsive technologies pioneered by Uber and lift to  
6 apply it to transit, to use small vehicles, companies like  
7 Via, for instance. We can integrate all this together.  
8 We can make sure that transit is better partnered with  
9 some of these other services. We have many innovations,  
10 many opportunities to improve our transportation system.  
11 And the thrust of what Darwin is talking about with CAPTI  
12 is exactly that.

13           And I want to give it the strongest endorsement  
14 possible, because, you know, we can argue about some of  
15 the details, but CARB, CTC, Housing, we should be  
16 embracing these goals and figuring out the details of how  
17 to do it -- how to do it right. This is the right side of  
18 history. We are in a -- you know, a crossroads of history  
19 right now. And to -- and we should be focusing on how do  
20 we provide a transportation system that's less expensive.  
21 You know, we have created the most resource intensive  
22 expensive transportation system imaginable.

23           You know, the cost of owning a car -- if you get  
24 a new car, it's costing about \$9,000 per year to own and  
25 operate it. Even if you have a used car, if you operate

1 it 15,000 miles, kind of the average, it comes -- you  
2 know, it's up in the five or six thousand dollars a year  
3 range. I mean, that is -- that is, you know, bad. It's  
4 undesirable, you know, from an equity perspective, from  
5 and environmental perspective, and from an economic  
6 perspective.

7           So I just want to say that this present -- this  
8 CAPTI program in terms of this overall thrust is exactly  
9 what we need to be embracing and working on. It's really  
10 hard. It's really complicated, because there's -- it's  
11 not just us three agencies. It's -- a lot of it's local  
12 governments that are dealing with it. It's land-use  
13 issues. It's really hard but, you know, the benefit of a  
14 meeting like this is for all of us to agree eventually,  
15 hopefully, you know, that this is the basic thrust going  
16 forward.

17           So thank you and thank you, Darwin, thank you,  
18 CalSTA, for leadership on this.

19           CTC CHAIR NORTON: So Board Member Sperling,  
20 there was no questions just an endorsement.

21           CARB BOARD MEMBER SPERLING: (Nods head.)

22           CTC CHAIR NORTON: Okay. Thank you so much.  
23 Commissioner Grisby.

24           CTC COMMISSIONER GRISBY: Thank you, Chair Norton  
25 and thank you, Darwin, for a great presentation. I wanted

1 to actually associate myself with Commissioner Sperling's  
2 comments about CAPTI and also wanted to pose a question to  
3 Darwin. I know a lot has been said about the  
4 unaffordability of our urban centers. On page 16 of the  
5 public draft for CAPTI, I think there are some great  
6 interventions that have been listed there that could  
7 actually address some of the out-of-pocket costs  
8 associated with housing and transportation in the State.  
9 Could you elaborate on some of those?

10 Thank you.

11 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. Happy to  
12 do so. Apologies. I don't have the document right in  
13 front of me to note what's specifically referenced on page  
14 16, but happy to talk a little bit about how the document  
15 addresses those costs in particular. You know, I think,  
16 you know, one mechanism that we often think about as, you  
17 know, and I think has been thought about as, you know,  
18 just an additional cost on travel, but can be very  
19 beneficial if used appropriately to reduce that cost  
20 burden is actually, you know, roadway pricing. And the  
21 document does discuss roadway pricing. And, you know, we  
22 think that roadway pricing, if used appropriately, can  
23 actually help shift the burden of cost of travel,  
24 particularly on low-income populations and communities of  
25 color in a way that essentially helps us move towards a

1 more equitable cost burden of transportation.

2           You know, there's a lot you can do with dynamic  
3 pricing both in terms of transit priority, and  
4 prioritization to allow for more reliable and better  
5 transit service that is both cost and time competitive.

6           You can also price users of the road differently  
7 based on income, if you chose to do so. There's, you  
8 know, various dynamic levers on how that could be  
9 utilized. But I think pricing is a key VMT reduction  
10 strategy that can also be a key equity strategy if  
11 utilized correctly. You know, I think the document's  
12 actions around, as I mentioned earlier, some of the  
13 supporting housing strategies is also really important in  
14 terms of that cost burden.

15           I think, you know, we need to start thinking of  
16 other transportation projects less as just stand-alone  
17 transportation projects, but as projects that are really  
18 trying to connect people to their destinations, as we  
19 talked about earlier, you know, whether that's thinking  
20 about what type of development we're essentially setting  
21 up for by the transportation project that we've put in is  
22 really important. We've already, for example, through the  
23 Transit and Intercity Rail Capital Program through efforts  
24 that happened last year, in coordination with HCD, made  
25 some updates to have that program really incentivized

1 transit projects that are thinking about what levels of  
2 density they would be able to support with the land uses  
3 around them.

4           You know, those types of kind of more  
5 cross-cutting strategies when we think about designing  
6 transportation projects I think are critical in things  
7 that we try to incentivize in the plan.

8           But Commissioner Grisby, if there were specific  
9 things that you were thinking of that I did not comment  
10 on, I'm happy to elaborate. Sorry, I don't have page 16  
11 in front of me.

12           CTC CHAIR NORTON: Thanks a lot, Darwin.  
13 Director Velasquez has to leave soon, and so I wanted to  
14 jump the order just to give him an opportunity to say a  
15 few words before he has to go.

16           Director Velasquez.

17           HCD DIRECTOR VELASQUEZ: Thank you. Thank you,  
18 Madam Chair. I just want to just echo our support here at  
19 HCD for continuing to work with Darwin and everyone that  
20 is working this -- has been working on this plan, will  
21 continue to work on this plan to really make CAPTI a  
22 success. I have to say I don't know if you've noticed in  
23 the President's infrastructure plan, you know, again  
24 making the case of housing as infrastructure. There  
25 are -- there are some references, which -- that are really

1 exciting to me around zoning as a way -- kind of easing  
2 zoning and land use at the local level as a way to  
3 reactivate the economy through housing production and how  
4 the federal government can support that process. It's  
5 very exciting to see that California can actually be a  
6 model that can be replicated.

7           If you all remember last -- the last joint  
8 meeting in November, we provided an update on the  
9 development of our Prohousing Designation Program. I  
10 mean, it really comes down to -- in order to, I think,  
11 activate a lot of the things that CAPTI calls for, the  
12 idea of looking at our local land use and zoning is so  
13 critical. We are in the final stages of adopting that set  
14 of regulations that will be used to evaluate and  
15 incentivize local land use policies.

16           Prohousing program will challenge local  
17 governments to step up -- continue to step up, even going  
18 beyond the new requirements for housing elements to  
19 promote location-efficient housing production. The idea  
20 here is to use that as a way to integrate our  
21 transportation and climate goals very much in line with  
22 what we're asking local governments to do around zoning.  
23 And as we look forward to working with CalSTA, CTC, CARB,  
24 and other agencies to making prohousing and housing  
25 element compliance a central part of implementing CAPTI, I

1 think this is -- this is a part of our involvement in  
2 CAPTI that is exciting and look forward to continue -- HCD  
3 to continue to work to on this.

4 So thank you, Madam Chair, for giving me the  
5 opportunity to speak.

6 CTC CHAIR NORTON: Thank you, so much Director  
7 Velasquez for your participation in today's join meeting.  
8 We truly appreciate your partnership.

9 And next I wanted to call on Director Guardino,  
10 as I had promised him I would, even though he's not on  
11 screen night now.

12 CTC COMMISSIONER GUARDINO: I believe I am.

13 CTC CHAIR NORTON: You are now.

14 CTC COMMISSIONER GUARDINO: Great. Thank you,  
15 Chair Norton. And Darwin, I want to thank you again for  
16 months and months of thoughtful work on this to bring  
17 people together and come together with a credible plan to  
18 move us forward

19 I want to go back to a comment earlier made by  
20 Commissioner Bob Alvarado, which I agree with and want to  
21 build on. And that's about our mutual desire to grow the  
22 amount of funds for active transportation programs.

23 So it's not just a personal passion of a bike  
24 commuter, who is looking forward to the day when he can  
25 commute by bike again, rather than just being in my house



1 24/7. But also from the perspective of all the goals  
2 we're trying to achieve from traffic to -- relief, to air  
3 quality improvement, to healthier lifestyles. All those  
4 goals are key to growing the funds for active  
5 transportation.

6 But I wanted to build on was Commissioner  
7 Alvarado's comment about the funding source. And I want  
8 to stress that I will work incredibly hard with you to  
9 grow the pie rather than to fight over the crumbs. I  
10 think it is incredibly difficult, if we're talking about  
11 shifting funds, one, because every pool of funds has an  
12 importance to our communities and to our state.

13 Two, if we're talking about shifting funds from  
14 how they were allocated in Senate Bill 1 and how hard that  
15 was to pass and get signed, for those of us like myself,  
16 and Commissioner Alvarado, and others to work on, but then  
17 what we had to do to fight back Proposition 6 in November  
18 of 2018 where voters stressed again their trust that the  
19 funds would be used as specified in SB 1 and none of us  
20 wanting to violate that trust.

21 So again, if we're emphasizing more funds, you  
22 absolutely have my full support to lean in and work on  
23 that. But if we're talking about trying to fight over the  
24 crumbs, rather than to grow the pie and grow the funds,  
25 that would be more challenging.

1           CTC CHAIR NORTON: Thank you. Darwin, do you  
2 want to say a few words on that or -- about growing a pie  
3 versus working within --

4           CalSTA DEPUTY SECRETARY MOOSAVI: Yeah. Sure.  
5 Yeah. And I appreciate those comments. And that is, you  
6 know, certainly CalSTA's position as well in terms of our  
7 order of priority and preference. You know, I think part  
8 of why the document acknowledges that we either really  
9 look at this seriously and -- it goes beyond just saying  
10 the words new funding is a -- you know, we do think it's  
11 critical to highlight how serious we are about the  
12 commitment to making sure the transportation projects that  
13 are backlogged are funded, and that, you know, we can't  
14 simply say, you know, we're just going to sit here and  
15 wait for funding.

16           So I do think that our goal is very much so to  
17 focus on new funding. And, you know, I don't anticipate  
18 or -- and, you know, I hope that there's no need to think  
19 about, you know, how else we pursue funding the ATP. But,  
20 you know, I think just the seriousness of the matter  
21 required us to emphasize that ATP increase needs to be  
22 looked at -- looked at seriously and all options should be  
23 explored. But certainly agree, the ideal -- the ideal  
24 solution is, you know, new funding.

25           And I'm hoping as we look forward over the coming

1 months here that there will be opportunities, particularly  
2 in partnership with the federal government, to make that a  
3 reality.

4 CTC COMMISSIONER GUARDINO: Thank you, Darwin.

5 CTC CHAIR NORTON: Thank you, Darwin.

6 Director -- I'm sorry, Chair Randolph, I was  
7 wondering if you had a couple words and then I'd to call  
8 on your Board members Pacheco-Werner, Davina Hurt, Nathan  
9 Fletcher, and Hector De La Torre in the order that they  
10 came up on my screen.

11 CARB CHAIR RANDOLPH: Thank you, Chair Norton.  
12 Actually, that discussion and the question Darwin just  
13 responded to kind of hit a key point. So he answered a  
14 question that I was going to ask. But I guess just by way  
15 of sharing some support for this process, I just wanted to  
16 note, to Darwin's point, that it seems like the timing on  
17 this is perfect, because we really are laying out kind of  
18 key principles, key strategies, key goals that are here  
19 and ready to take advantage of Build Back Better. And  
20 hopefully that will yield some results and we will have an  
21 opportunity to put these principles into action.

22 And so I appreciated the calendar you've laid out  
23 in terms of a plan for final adoption. And I really hope  
24 we can -- we can stick to that plan as we, you know,  
25 continue to workshop these issues and gain feedback. But

1 I think getting this done by the middle of this year could  
2 really reap a huge amount of benefit for the state and for  
3 our shared goals. So I think that's really important.

4 And I will yield the floor to my colleagues,  
5 because I know folks will probably have a lot to say.

6 Thank you.

7 CTC CHAIR NORTON: Thank you so much, Chair  
8 Randolph. And now Board Member Pacheco-Werner.

9 CARB BOARD MEMBER PACHECO-WERNER: Thank you.  
10 And I wanted to -- I really appreciate the special focus  
11 on rural areas too, because I think it's important when  
12 thinking about these projects as they're integrating with  
13 rural transportation that they have a unique focus on the  
14 people that already live there. And so thinking about  
15 infill as rural infill too, rather than expansion, when I  
16 look at my region in the Central Valley, and particularly  
17 Fresno County, I don't -- I don't see just one housing  
18 problem. I see an affordable housing problem and I see  
19 suburban sprawl in many new housing units that are only  
20 serving the very top of our income tier to housing market.

21 And so I think it's important to think about that  
22 within those nuances. And I would also say that in  
23 thinking about the BIPOC communities and historically  
24 disadvantaged, there's an important fine balance between  
25 the policies that are supporting or promoting projects

1 that do not significantly increase passenger vehicle  
2 travel and promoting compact infill development, while  
3 protecting residents and businesses from displacement.

4           And the reason I say that, the fine balance, is  
5 because these communities are often already fighting heavy  
6 pollution from large polluting industries in their  
7 neighborhoods and aren't really benefiting from those jobs  
8 nearby, because they go to people that live outside of  
9 their own neighborhoods.

10           And so in that -- in that balance between  
11 promoting not traveling for work and infill, there's also  
12 having to live with the historical environmental racism  
13 that exists in many communities. So I'm just -- I was  
14 just wondering, you know, what do you see as being done  
15 about navigating this fine balance, in addition to some of  
16 what Director Velasquez spoke about just earlier.

17           Thank you.

18           CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,  
19 Board Member. That's a great question. And, you know, I  
20 appreciate your thoughtful comments on it. We have been  
21 grappling with and thinking about this issue a lot. You  
22 know, I think one thing I'll say in terms of projects  
23 that can increase passenger vehicle travel, you know, I  
24 think what's important to think about and note there is  
25 that, you know, we know that commute times, and the

1 representation, and to link to commute costs are a huge  
2 burden, particularly on BIPOC communities. You know, as  
3 you mentioned, particularly in areas where folks do have  
4 to drive long distances to get to -- get to their jobs,  
5 which is why those housing strategies that we talked about  
6 are incredibly critical.

7 But in terms of projects that increase passenger  
8 vehicle travel, we also know that the research shows that  
9 addressing driving or encouraging additional driving  
10 doesn't even necessarily end up benefiting those travelers  
11 through a direct reduction in travel time, particularly in  
12 some of the most congested routes that we have in the  
13 State, due to the concept of induced travel.

14 And so, you know, I think that's really what  
15 we're getting at with that point. It's not to say that  
16 people who rely on it, and who will continue to need so,  
17 and who have no other choice, you know, we're not trying  
18 to discourage those folks from driving. We're trying to  
19 provide other folks who have the ability to and want more  
20 affordable alternatives for transportation, and to not sit  
21 in that traffic, and do so to provide smoother traffic and  
22 travel opportunities for our drivers. And so that's  
23 really what that piece is about. And I appreciate you  
24 giving me the chance to explain that.

25 CTC CHAIR NORTON: Wonderful. Thank you so much.

1 Board Member Hurt.

2 CARB BOARD MEMBER HURT: Thank you, Chair. I'd  
3 like to center my thoughts on a couple of quick points.  
4 And I definitely want to align my comments to Director  
5 Sperling and also Dr. Pacheco-Werner with regards to the  
6 equity and kind of the necessary cultural behavioral  
7 change I think we need to endeavor upon. I mean, the car  
8 is flexible, it's comfortable, and it's fast. And like  
9 myself, I have a family. I have children. It's really  
10 necessary in order to get around to all the different  
11 places that we need to get to, whether it be shopping or  
12 dropping kids off. Things are a little bit different  
13 post-COVID, but we will get back to that space again.

14 And so there's a real tension between the  
15 reduction of VMT, and using public transit, and also  
16 expediency. And so how do we create regulation and also  
17 message on this transition, I think, should be first and  
18 foremost in our thoughts, as well as thinking outside the  
19 box. You know, some countries are creating super-cycle  
20 highways. Is that something that we can do to get more  
21 people using alternative methods of transportation, but  
22 then again remembering that there are many of us that  
23 still need to use the car?

24 And then, lastly I just wanted to talk a little  
25 bit about the equity piece and I have a question as well.

1 But I think we should reflect more on how inequity is in  
2 these communities already and how some of these major  
3 highways slash right through the communities. And so how  
4 do we truly become equitable without widening the gap and  
5 focusing on solutions that really help them and not harm  
6 folks in these spaces? And I think part of that is being  
7 honest about if we're going to support different projects.  
8 Are we supporting projects that are then supporting those  
9 major highways through these roads? Like I think we need  
10 a wholesale thinking in some of these communities, so --  
11 that they really have a chance to thrive and not be left  
12 behind.

13           And my question that I'd love to get an answer to  
14 is in the summary it indicates that Caltrans will be  
15 developing an equity index to guide review of  
16 transportation funding decisions by State agencies. And  
17 I'm wondering how will the new index support, duplicate,  
18 or interact with other indices on equities such as HPI or  
19 CalEnviroScreen. If you could talk a little bit about  
20 that. I think it's important that we don't create another  
21 equity index, so that local agencies and others can really  
22 make a difference and follow what needs to be done.

23           Those are my comments. Thanks.

24           CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,  
25 Board member, for those -- that particular question and



1 opportunity to talk about the equity index, which we're  
2 really excited about. You know, I think first of all,  
3 I'll say that that item has not yet launched and is, you  
4 know, in its infancy in terms of a conceptual phase. The  
5 hope is to have kind of a robust public process around its  
6 development when we get there, you know, after this plan  
7 is finalized and we embark on that action.

8           So there will be plenty of opportunity for  
9 specific input and shaping what that idea could be, what  
10 it could turn into. What I'll say in terms of what it is  
11 now and at a very high conceptual level that we've thought  
12 about it, is to build off of the Healthy Places Index and  
13 CalEnviroScreen existing tools and data sets that are out  
14 there, and to think about specifically when we talk about  
15 access, and improving accessibility to destinations, and  
16 people's transportation access, and the role that equity  
17 plays, and the lack of access to where they need to go,  
18 which of those factors should we be looking at when we  
19 look at our own projects?

20           And so, you know, I don't think we're necessarily  
21 aiming to, at this point, have, you know, some sort of  
22 tool that would be required amongst all of -- across all  
23 of our programs, like a CalEnviroScreen. You know, I  
24 think we're just talking about, at this point, coming up  
25 with and having the right data sets and data pieces that

1 exist in those existing equity tools to reflect on when,  
2 you know, Caltrans in particular makes project decisions.  
3 You know, for example, you know, data points like existing  
4 car ownership and maybe a screen of income and other  
5 socioeconomic data points layered on top of each other, as  
6 well as the current modal split on the specific route  
7 paint a big picture as to what's going on from a social  
8 and racial equity perspective in a particular community  
9 and transportation standpoint.

10           And, you know, those -- to be frank, a lot of  
11 those data sets and those data points are not currently  
12 being used in project development or planning in the  
13 transportation space. So we're just looking to bring  
14 those pieces in -- into that conversation and not, you  
15 know, necessarily create a competing tool for kind of use  
16 across all the programs, if that makes sense.

17           CTC CHAIR NORTON: Thank you very much. I'd like  
18 to call on Board Member Fletcher next.

19           CARB BOARD MEMBER FLETCHER: Thank you. Thank  
20 you, Chair Norton. And it's good to join you all today.

21           You know, I wanted to echo some of the comments  
22 we've heard from Dr. Sperling and others around what I see  
23 as the crucial importance of the CAPTI process and why it  
24 is -- it is so desperately needed. This notion of  
25 actually embracing the belief that we're going to fund

1 things that reduce VMT. And I just want to share my  
2 perspective.

3 I sit in a unique situation right now, not only  
4 as a member of the Air Resources Board, as Chair of the  
5 San Diego County Board of Supervisors where we land use  
6 decision-making that we do as a component of that, and  
7 simultaneously as Chair of Metropolitan Transit System,  
8 our transit agency here in San Diego. And we have this  
9 tremendous conflict between the housing obligation that we  
10 have. And I believe we must build more housing. I  
11 absolutely believe we must build more housing and more  
12 affordable ways and the very real challenge we have both  
13 from an environmental standpoint around reducing VMTs.

14 And the two, it's not impossible to do the two.  
15 You can build more housing and you can lower VMTs. But it  
16 is so frickin hard when you're trying to do something  
17 different to get a different outcome when you have legacy  
18 mindset and legacy systems that created the inverse.

19 And so every day we're trying to achieve this aim  
20 of we need to build more housing and we need to lower VMTs  
21 in a system that is designed to do the exact opposite.  
22 And so I think that forces us to really think deeply about  
23 how we challenge a lot of those legacy mindsets and legacy  
24 systems, because they have to fundamentally change.

25 And I get change is hard. I mean, everything was

1 put in place. And at the time it was put in place, it  
2 probably made sense and you build up institutions around  
3 it, and you build up ways of thinking around it, and it  
4 makes it so difficult. But to just give you a case study  
5 into the reality of how difficult this become on the  
6 ground.

7           So the unincorporated area of San Diego County  
8 where we have land use authority is -- it's not the  
9 appropriate place for massive quantities of housing. It's  
10 in high fire prone areas. We have significant water  
11 challenges and it is not connected in substantive ways at  
12 all to transit systems.

13           And so we went, and in our RHNA process, we have  
14 great success in lowering significantly by about 70  
15 percent our obligation in the unincorporated under RHNA.  
16 Now, we have additional challenges is that I'm building  
17 considerable volumes of affordable housing, dense housing  
18 on county-owned land that happens to be in the appropriate  
19 place. But the appropriate place is not in my land use  
20 authority. It's county-owned land in other jurisdictions.

21           Now, when I take that land, and I take my money,  
22 and I build that, I get zero RHNA credit for that, but we  
23 do it, because it's the right thing to do for where it  
24 should go. But we reduce our RHNA number by 70 percent.

25           Now, let's come into now we have to fill out our

1 report to submit for where we're going to place that.  
2 Now, if I were to take all of our VMT efficient areas,  
3 right, our 743 VMT efficient areas, it is impossible for  
4 me to meet my RHNA goal in VMT efficient areas without  
5 running up against AB 686 problems. It just -- it does  
6 not work. You can't physically do it.

7           And so how do you overcome that challenge? Well,  
8 we don't want to build outside of VMT efficient areas, so  
9 how would we do that? Well, we would need to create more  
10 VMT efficient areas, right? It's the only way we could do  
11 it. But the challenge that you run into there, and this  
12 is the challenge that we have to find, is how do we make  
13 it easier to fund transit?

14           Because as Chair of my transit agency, right now  
15 I have two choices. I can go to the voters -- in  
16 pre-COVID, we were going to roll the dice and try this.  
17 But that means I've got to get a two-thirds vote of the  
18 public to fund something that presently only two percent,  
19 as Dan Sperling pointed out, use. And that is incredibly  
20 challenging.

21           And people say why would we fund something that  
22 only two percent of the people use? I'm like so maybe  
23 more than two percent of the people would use it. But  
24 again, that's a challenge, because our legacy system says  
25 to increase funding for transit via the mechanism at our

1 disposal requires a two-thirds vote of the public. Now,  
2 the second thing is I could try and build a transit  
3 system -- expanded transit system on the backs of fare box,  
4 but we know that puts you in a death spiral. I mean,  
5 that's the worst thing you could possibly do. And so  
6 we've got to figure out how we can fund these systems in a  
7 better way.

8           And transit agencies, we're doing everything we  
9 can. We're looking at counterflow traffic on freeways  
10 that are empty, you know, directionally at different  
11 times. We're taking shoulders and making bus-only lanes.  
12 I mean, we're doing everything we can possibly do. But  
13 ultimately, it does come down to -- to that notion and  
14 reframing this debate around -- and somebody had spoken to  
15 this too, but the massive funding, the massive volume, if  
16 we look at the totality of funding that goes into  
17 supporting the car culture and the car ecosystem. I mean,  
18 just look at parking, look at the public costs associated  
19 with just parking to fund that and then contrast that with  
20 what we invest in transit and how we do it. And so, you  
21 know, these are a few -- like these are the things that we  
22 have to do, which is why I think programs like this, that  
23 if we can -- if we can start driving this transportation  
24 funding in a way that really enhances VMT reduction, it  
25 not only enhances VMT reduction, but as we start funding

1 that, it makes it easier to construct the housing in the  
2 most appropriate place.

3 Another challenge I think is it's -- you know,  
4 it's just hard is the generational challenge, right? We  
5 have folks in decision-making positions, not -- and we're  
6 all a part of this, right, but who came up in a different  
7 era. You know -- when, you know, my students at UC San  
8 Diego are like I don't want a car. What are you talking  
9 about? Like, you've got to park it somewhere. You've got  
10 to put gas in it. Like, I -- you've got to get insurance.  
11 Like, oh, my God. That's terrible. But yet, we still  
12 can't -- we're having a hard time making that bridge,  
13 right? I mean my kids call me a Boomer. And I'm like  
14 sometimes in some of these conversations, I'm like we've  
15 got to make this generational shift in order to achieve  
16 the aim.

17 And I think a part of this, and this is heresy  
18 for local government officials, but look, I think we've  
19 got to look at the land use decision-making authority  
20 process, because if we're going to live in a world where  
21 the notion of a single duplex is such a scary concept for  
22 a city council or a board of supervisors to oppose, then  
23 perhaps they shouldn't have that -- be making the ones  
24 making that decision, because, you know, the challenge is  
25 then when we do find those projects in the right places,

1 you can't overcome, you know, the 17 folks that it's going  
2 to destroy the world as they know it, particularly when  
3 it's affordable.

4           And so I think -- I think what you're doing here  
5 and what you're trying to put in place, if done right, if  
6 done right, can be -- can be very, very helpful. If not  
7 done right, then it's just going to perpetuate the same  
8 frustration that we all face here. And so I guess my  
9 question is how do you envision the quantification of like  
10 how do you do this?

11           And I know you won't have a definitive answer  
12 today. And I'm not -- I'm not supposing that. I know  
13 that you're working through this. But, you know, how does  
14 this actually manifest itself in a funding mechanism to  
15 prioritize those projects that are going to help us  
16 achieve the aims that we're trying to achieve at a local  
17 level.

18           CalSTA DEPUTY SECRETARY MOOSAVI: Well, thank  
19 you, Board Member Fletcher, for those comments. And I  
20 really appreciate the on-the-ground examples of the  
21 challenges of this work. And I think it -- I appreciate  
22 you telling that story before asking that question,  
23 because it gives me a bit of a free pass, because you  
24 acknowledged yourself how difficult this question is.

25           (Laughter.)





























































































































