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
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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
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Joseph Lyou, PhD
Michelle Martinez

CALIFORNIA TRANSPORTATION AGENCY:
Darwin Moosavi, Deputy Secretary, Environmental Policy and Housing Coordination

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Edie Chang, Deputy Executive Officer
Chanell Fletcher, Deputy Executive Officer
Annette Hebert, Deputy Executive Officer
Ellen Peter, Chief Counsel
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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

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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

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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

CTC CHAIR NORTON: Okay. Good morning, everyone.

Today is a joint meeting of the California Transportation Commission, California Air Resources Board, and California Department of Housing and Community Development. I am Chair Hilary Norton of the California Transportation Commission. And it is a pleasure to welcome you on behalf of myself and all of the other participating agencies.

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

CTC CLERK REMEDIOS: Good morning.
Commissioner Alvarado?

CTC VICE CHAIR ALVARADO: Yes, sir.

CTC CLERK REMEDIOS: Commissioner Davis?

CTC COMMISSIONER DAVIS: Here.

CTC CLERK REMEDIOS: Commissioner Eager?

Commissioner Eager?

CTC COMMISSIONER EAGER: Here.

CTC CLERK REMEDIOS: Commissioner Grisby?

CTC COMMISSIONER GRISBY: Present.

CTC CLERK REMEDIOS: Commissioner Guardino?

CTC COMMISSIONER INMAN: Present.

CTC CLERK REMEDIOS: Commissioner Inman?

CTC COMMISSIONER INMAN: Present
CTC CLERK REMEDIOS: Commission Kehoe?
Commissioner Lyou?
CTC COMMISSIONER LYOUN: Here.
CTC CLERK REMEDIOS: Commissioner Martinez?
CTC COMMISSIONER MARTINEZ: Present.
CTC CLERK REMEDIOS: Commissioner Tavaglione?
Chair Norton?
CTC CHAIR NORTON: Present.
It is now my honor --
CTC CLERK REMEDIOS: (Inaudible)
CTC CHAIR NORTON: Thank you -- to call on Chair Randolph to ask for CARB's Clerk to call the roll of the CARB Board members.
CARB CHAIR RANDOLPH: Good morning. Thank you, Chair Norton. Clerk Sakazaki, can you call the roll, please?
CARB BOARD CLERK SAKAZAKI: Thank you, Madam Chair.
Dr. Balmes?
Mr. De La Torre?
Mr. Eisenhut?
Mr. Eisenhut?
Supervisor Fletcher?
Senator Florez?
CARB BOARD MEMBER FLOREZ: Florez, here.
CARB BOARD CLERK SAKAZAKI: Assemblymember Garcia?

Ms. Hurt?

CARB BOARD MEMBER HURT: Davina Hurt present.

CARB BOARD CLERK SAKAZAKI: Mr. Kracov?

CARB BOARD MEMBER KRACOV: Here.

CARB BOARD CLERK SAKAZAKI: Dr. Pacheco-Werner?

CARB BOARD MEMBER PACHECO-WERNER: Present.

CARB BOARD CLERK SAKAZAKI: Mrs. Riordan?

CARB BOARD MEMBER RIORDAN: Here.

CARB BOARD CLERK SAKAZAKI: Supervisor Serna?

CARB BOARD MEMBER SERNA: Here.

CARB BOARD CLERK SAKAZAKI: Professor Sperling?

CARB BOARD MEMBER SPERLING: Here.

CARB BOARD CLERK SAKAZAKI: Ms. Takvorian?

CARB BOARD MEMBER TAKVORIAN: Here.

CARB BOARD CLERK SAKAZAKI: Vice Chair Berg?

Chair Randolph?

CARB CHAIR RANDOLPH: Here.

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

CARB CHAIR RANDOLPH: Thank you.

CTC CLERK REMEDIOS: Madam Chair, I noticed that Mr. Balmes is now on and Commissioner Guardino is trying to get on. He's just having some technical difficulties.
CTC CHAIR NORTON: Thank you so much. And I also want to recognize the head of Housing and Community Development, Gustavo Velasquez, for joining us. Thank you for being here. We are going to begin our welcoming remarks. And we'll be calling on you after Chair Randolph.

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

I want to take a moment to welcome CARB Chair Liane Randolph to participate with us at her first joint meeting as well as Board Member Tania Pacheco-Werner and my friend, Board Member Gideon Kracov who were both appointed in December 2020. It was a pleasure to get a chance to talk to CARB Chair Randolph and I'm looking
forward to our joint meeting today and what we'll accomplish together.

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

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

One, if you wish to speak, you may click on the hand icon to indicate you wish to speak. You will then be unmuted and called upon to make your comment. Two, if you prefer to provide your comment in writing, you may use the questions tab to type in your comment. Commission staff will read in the comment on your behalf. Please be sure to state your name and affiliation prior to voicing your remarks. Please do your best to be concise with your
comments. Also, please make sure that your comments add new information. If you agree with the comments of previous speakers, simply make that statement.

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

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

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

We are excited to partner with the federal
government to make our transportation system more efficient, safer, cleaner, and sustainable, and particularly encouraged by the framework of the Build Back Better plan for our nation's infrastructure.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CTC CHAIR NORTON: Thank you so much, Chair Randolph. And it is really a pleasure to see how our
agencies are working together. And I really appreciate our goals mutually to see that we can use these important meetings to collaborate, ask important questions and understand how each agency is viewing some of these items. And so it is wonderful that you're setting the stage for that and I thank you for that.

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

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

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

So looking forward to the updates today. I know we'll be talking about California's work to transition to zero-emission vehicles by 2035. This is -- this is incredibly important. This is an economy-wide transition, not just an issue of transportation and air quality. And
it's also about providing the infrastructure so drivers of zero-emission vehicles can refuel.

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

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

Arguably the unintended consequences here can -- and include inequities. And you both have spoke very clearly about the importance in this administration to come and strengthen our agendas with an equity lens. So in these negotiations, we have to ask ourselves could the increased cost price-out housing projects completely. So we're sensitive to the risk that adding EV charging costs to residential construction, including actions that could actually increase vehicle miles traveled by chasing
potential development out of the higher priced jobs-rich areas.

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

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

And, you know, today, we'll also understand -- we will hear about California's State Transportation Agency on its draft plan to reduce as well greenhouse gases by reducing VMTs. I thank CalSTA for involving our department closely in the development of its Climate Action Plan for Transportation Infrastructure.

Accelerating housing production in jobs-rich areas must be part of the solution, because reducing vehicle miles
traveled has as much to do with the destinations as it does with the mode of travel between them.

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

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

In February, our Affordable Housing and Sustainable Communities Program in partnership with the Strategic Growth Council issued a notice of funding for more than $400 million to fund precisely transit-oriented
housing and transit improvements. This coming month, we will issue an infill infrastructure grant program that we'll use close to another $200 million for infrastructure improvements needed to support infill residential or mixed-use development. I will use the phrase that recently Marcia Fudge, the new Secretary of HUD used, housing is infrastructure. And I agree Chairwoman Norton, we're very excited to see what is developing in D.C. thanks to President Biden's big bold infrastructure plan.

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

Thank you very much.

CTC CHAIR NORTON: Thank you very much, Director Velasquez for those very thoughtful remarks. And I think that one of the things that we have talked about all of us, as the value of these joint meetings are our ability to think out loud and collaborate together with the public, and these opportunities with presentations to talk
about the future of California and how we actually implement the visions that are ahead of us.

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

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

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

Our next item consists of four presentations. And I will ask my fellow Commissioners, Board members, HCD leadership, and members of the public to hold your questions until after we've heard all four presentations, with the exception of minore clarifying questions. We look forward to having a robust discussion on the topic of ZEV transition following the presentations. And all
Commissioners and Board members who wish to speak in the opening remarks, you'll have a chance, as long as you'd like, to make those observations in this particular item and the following items.

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

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

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

(Thereupon a slide presentation.)

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

If you'd go to the next slide --
TYSON ECKERLE: -- this one I think we're all very familiar with the Executive Order targets, but that's why we're here. And this was in September, you know, the hundred percent targets that you see up on the slide. It feels like that was two years ago. I don't know if you guys feel the same way or not, but the -- this really set the direction.

But within that Executive Order, Governor Newsom was really focused on implementation and execution. And that's where the ZEV strategy direction came down to GO-Biz.

So if we go to the next slide --

TYSON ECKERLE: -- I wanted to talk a little bit -- so this -- the whole zero-emission vehicle market development strategy, the way we're thinking about it, we're really trying to achieve, you know, five things at the top levels. It's articulating the core principles for, you know, collective action, like what are we really focused on. It's clearly identifying the metrics and targets. Like what can we measure ourselves against in the, you know, agreed upon measurements that -- so we can check in and everybody can quickly assess the health of the market and keep moving things forward. The third
The thing is really establishing clear roles and objectives for each agency, and major stakeholder group, because we all have a big role to play in this. And then it's all about collective problem solving, right?

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

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

If you go to the next slide --

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TYSON ECKERLE: -- this is kind of an anchoring view of what we're thinking about for the market
development strategy. So we're organizing around the four core market development pillars, that's vehicles, it's infrastructure, the end users, and workforce. And the idea being these pillars each have to be in balance to move the market forward. If one falls out of whack, we slow down.

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

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

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

And so if we go to the next slide --

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

If you go to the next slide.

TYSON ECKERLE: So housed in that website, you can get to the ZEV strategy document. And I put this table -- I'm not going to go through the table, but it's just a snapshot of stuff that's in the document. And it -- right here, we have -- this is from NGOs, right?
And I bring that up, because we have objectives for 12 stakeholder groups. You know, one of those stakeholder groups is agencies. State agencies have the most detail. But we're not losing sight of these core, you know, NGOs, private industry.

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

And so if you go to the next slide --

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

And then also the key documents. And it was, you know, some of the lists, like you look at CARB, for example, there's a lot of -- there are a lot of key documents that are pivotal to market understanding. We
want to get those all in one place, so people understand where the decisions are being made, where the analysis is being done.

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

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

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

And I'd encourage you to take a look. And
there's some -- you know, some agencies you might not have thought of that have a -- have a pretty important role to play. There's 29 agencies in all that are captured here.

If you go to the next slide --

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

(Laughter.)

TYSON ECKERLE: -- it went down that road.

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

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

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

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

And then if we go to the next slide --

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

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

Once we have those two components, you know, if you're kind of working your way around the circle, we got to get scale and focus on increasing investor confidence and bringing private capital into the market. And then, of course, you know, being California and we have a great leg up, we have 34 manufacturers in California of
zero-emission vehicles. It's really building the industry here, making sure we get those economic development opportunities. And then finally, it's about implementation and pulling this all together. So that would be one kind of the multi-pillar action plan.

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

And so if you go to the next slide --

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

And then finally, I just wanted to introduce kind of the rest of the panel is the next slide.
TYSON ECKERLE: You know, just the connection, right. If you look at HCD, it's the multi-family building standards, which, you know, really is crucial and enabling easier ZEV adoption. And then you'll hear from CPUC, it's about grid resilience and vehicle grid integration. You know, how do we create that robust energy system that is dependable through time.

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

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

CTC CHAIR NORTON: Thank you very, very much, Tyson. And it was very, very helpful to see how you see all of our agencies and we'll have more discussion about that later. We really appreciate your robust presentation today.
Our second presentation will be provided by Kyle Krause who works in Codes and Standards at the California Department of Housing and Community Development.

Kyle.

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

(Thereupon a slide presentation.)

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

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

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

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KYLE KRAUSE: This work in HCD, its authority is really important. And I want to mention that we do rely on our authority in the Health and Safety Code, specifically the State housing law and building standards law. This is what guides us and tells us what we should do as we propose adoption of building standards. It also sets barriers. Building standards law contains nine point criteria and that tells us that our proposals cannot conflict with State law. So building standards is a very important tool to move forward as we address climate change and health and safety. And I just wanted to
mention that, because I think oft -- I think often there
is either a lack of fully understanding our limitations by
some of our stakeholders and it's important that we do
rely on that guiding statute.

Next slide, please.

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

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

So next slide, please. I'll talk more about
these as we go.

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

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

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

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

And then in addition to those 25 percent of the parking spaces, five percent of the parking spaces in new multi-family dwellings, hotels, and motels will be required to have level 2 chargers. This is a really significant step. We are -- with our work with our stakeholders have arrived at this balance to provide EV charging access for many residents that want to purchase
or already own electric vehicles and need a place to charge. And charging at their place of residence is fundamental in allowing people to make that step to purchase and own an electric vehicle.

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

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

I want to mention back to our authority.

Generally, HCD's authority is for newly constructed buildings. However, there's a narrow channel that we have...
in our authority, especially within CALGreen, to propose requirements to additions or alterations of certain triggers. So we're carefully threading that needle using our authority that the Legislature has granted us to try to find the right spot to -- for the first time address existing buildings.

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

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KYLE KRAUSE: So this shows what we're talking about. When I say low power level 2 receptacle, this is what we're talking about. This is a place that you can plug in your cord set that comes with your car. So the cord set is shown in the left picture here coming from the vehicle up to the receptacle that's on the wall. This
also shows a portable level 2 charger, which is an adapter that can allow the vehicle to plug in from the vehicle directly to the charging port into this low power level 2 receptacle.

This is something that we worked with stakeholders on. There was an initial ask for level 1 charging at our second focus group meeting. There was really a realization that level 1 charging was just going to take too long for many people with longer drive times -- or longer drive distances and they really had a need for a faster charging. So the low power level 2, 240 volt, 16 amp was the result of that collaboration and agreement. So that's the starting point for the receptacles what are low power level 2 receptacles.

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KYLE KRAUSE: And then this here is a level 2 charger that can be installed. So this is the one that would be installed in five percent of the multi-family parking spaces in hotels and motels. This provides a faster charge. This is level 2 charging at 240 volts, 40 amp, which provides 32 amps of power into the vehicle and really shortens the charge time.

So for people that have larger batteries and longer drive times, greater distance, this provides a much
faster method of charging.

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

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

I want to talk a little bit about the three year proposal. So every three years, we do a triennial adoption. That's our current cycle. There's also 18-month intervening code adoption cycles. And it's really important that as these mandatory and voluntary measures hit the road and take effect, that we continue to develop the next iteration of CALGreen changes. It will
be very important to monitor and get feedback from building industry and building owners, as these requirements are put into play out on construction sites, where we're building these, installing these, people are using these. We're getting that feedback, so that we can then, in the intervening cycle and next triennial cycle, accelerate these to move these forward and put more people in electric vehicles.

Next slide, please --

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

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

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

Thank you so much.

KYLE KRAUSE: Certainly. Thank you, Madam Chair.

CTC CHAIR NORTON: Yes. And our next
presentation, our third presentation for today, is going
to be given by Yuliya Shmidt, advisor to Commissioner
Rechtshaffen of the California Public Utilities
Commission.

Yuliya.

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

(Thereupon a slide presentation.)

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

If you could forward the slide, please.

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

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

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YULIYA SHMIDT: So I think we all understand this pretty well, but I just wanted to give a little bit of a sense of scale, in terms of how quickly the fleets will start to rollover, both the light-duty, and the medium-, and heavy-duty. I know these seem like dates that are
pretty far away. But in the world of major infrastructure, ten years is really just around the corner. So we are definitely thinking very hard about the numbers of cars -- and, you know, that includes buses and medium- and heavy-duty vehicles that we'll be plugging in very, very soon. And the type of infrastructure that they will need to meet that load.

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

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

So when we think about electric vehicle infrastructure, we first and foremost think about the distribution grid, which is going to need to be almost
certainly expanded to support this new electric load. And then we think about make-ready infrastructure. And that's a little bit of a wonky term, but it essentially describes what kind of infrastructure is needed to charge EV -- support electric charging after that service drop. So every customer, be it a house or a business, has a wire that's dedicated that goes to them. And after that, you start thinking about the make-ready infrastructure.

So the meter is sort of the dividing line in our world between utility side of the grid and the customer side of the -- you know, their side of the grid. And make-ready infrastructure on the utility side could include more wiring, conduit, trenching. And on the customer side, we think about also additional wiring, but also possibly a panel upgrade, and then that EV charger itself. So that's all the kind of aspects of infrastructure needed to charge electric vehicles.

And then in the kind of less physical sense, we think about behavioral aspects of EV charging that also impact the grid, that includes when and where vehicles are plugged in. And I'll definitely delve into vehicle grid integration that Tyson mentioned as well.

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YULIYA SHMIDT: So again, just to give a sense of
scale. I won't delve into a lot of details, but the PUC has already authorized substantial investment in TE infrastructure. And by the way, I -- I'm focused a lot on electric vehicles, but, of course, ZEVs includes a wider range of vehicles. And we are starting to think about, for example, hydrogen fueled vehicles as well, but we've done a lot more thinking on the ZEV -- on the EV side. And we've authorized over one and a half billion dollars for those three major utilities that I mentioned, about half and half between medium- and heavy-duty, and light-duty vehicles.

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

So next slide, please.

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YULIYA SHMIDT: So as we've done this sort of massive investment in transportation electrification and
as we think about, you know, substantially more certainly, we've realized that we probably need a more organized approach to utility proposals. What we have done in these last four or five years is as utilities propose programs be it for, let's say, forklift electrification, or public charging, or honestly dozens of programs, we've kind of taken them on one by one. We have a substantial stakeholder process that is a legal -- legalistic process that involves evidentiary hearings and testimony.

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

So we touch on the subjects of communication with customers regarding upcoming outages, build-out of backup power resources for times when outages are occurring, so the vehicle can charge. Availability of public charging, which is a good alternative, if customers cannot charge at
home during an outage. And finally, repairing utility
infrastructure after a natural disaster, such as
wildfires, for example, so that EVs can continue to
charge.

So if you can please go to the next slide.

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

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

So the CPUC has authorized the use of this type
of outage, the PSPS, but it has issued some very detailed
rules about how it can be used. And -- oh, sorry. I
thought there was a question. The first and foremost that
we think about with regard to EVs is the communication
component. So utilities are required to give notice of
two to three days to customers before performing a PSPS.
And the number one thing we hope they do, in addition to preparing their home or whatever else they need to do, is charge up their EV to the maximum, so that they're able to leave the area, if it's necessary.

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

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YULIYA SHMIDT: Thank you.

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

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

And finally, we're having the utilities consider and fund backup generation at certain key sites, so that again EV charging can go on.

And I didn't want to start to exhaustively list other Commission decisions here, but I will note that funding for a lot of these items is -- has been authorized, for example, in our December decision, from four months ago on the Low Carbon Fuel Standard, where we authorized the utilities to use one-third of the LCFS funds for equity and resilience projects. And those resilience projects that we highlight are essentially these categories.

We also have funding bill available for similar projects under our microgrids proceeding. And even in our decisions that we'll be looking to approve the transportation electrification framework I've highlighted earlier, one of the nearest term priority areas for investment that we've already pointed out is resilience. And again, that's going to be projects in these categories.

So I think that -- so I want to highlight that we are taking this issue very seriously.

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YULIYA SHMIDT: Yes, thank you.
No. No. Please go on to the next slide.

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

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

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

And those essentially communicate that if you plug in in the middle of the day, that can be very stressful to the grid. As a matter of fact, that can
really start to diminish the available capacity we have to serve customers, and so it's very expensive.

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

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

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

We are already overcoming some of the technology
barriers to that. We have actually bidirectional vehicles out on the roads today, including some passenger vehicles. We have some regulatory barriers, including figuring how to pay customers for those services. But we're optimistic that we will overcome that within a few years.

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

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

So next slide I think is just my contact
YULIYA SHMIDT: Feel free to reach out and I'm here for questions after the presentations.

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

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

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

Ms. Macomber.

(Thereupon a slide presentation.)

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

THEREA MACOMBER: Yeah, can you hear me okay?

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

THEREA MACOMBER: I almost did the same thing. No worries.

I'm actually using my laptop webcam, so let me just adjust my notes, so I don't always -- I'm not always looking at the left. I can look at you all.
Hi. I'm Terea Macomber. I use she/her pronouns. And as Hilary said, I am Project Director of Access Clean California.

Today, I am giving this presentation from Western Shoshone, Southern Paiute land in Las Vegas actually. So next slide.

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

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

I start my presentations with this history really no matter the audience, because it is important for me to share that me and my ancestors have an intimate connection with clean mobility and that transportation equity is not a choice for me, and not to speak on behalf of communities, but for the communities that Access Clean California serves, it's not a choice for them neither.
As I lead the development of Access Clean California, I embody equity in every aspect of my decision-making, as I want to make sure that we continue to surface how we might leverage this inflection point of transitioning to clean transportation, to also recognize how we can make mobility and movement safe and inclusive for everyone by recognizing history, such as this.

Next slide, please.

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

Next slide.

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

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

Next slide.

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

Next slide, please.

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TEREA MACOMBER: So Access Clean California takes two strategies. So the first one, and the one that's many times focused on, is the streamlined user-centered
application process. So this is the -- what we call the
benefits finder on our website, but it also includes our
case management processes that we're starting to build,
and as much as we can, the two-way feedback that we give
to CARB and that CARB continues to give to outreach
partners for us to continue to build and to build strong
programs that our communities can reach.

The second strategy is coordinated outreach for
equity programs. So there's amazing outreach partners
NGOs, CBOs, all those acronyms, community based
organizations that have trust already and they are
doing -- they exist because they are doing a really great
job of bringing resources, education, and awareness to all
programs that can support their community.

So how do we continue to leverage these standing
pillars and communities to give this education and
awareness in both a -- both a culturally reflective way,
as well as an inclusive way.

Next slide, please.

TEREA MACOMBER: So I believe that the organizers
can show this quick demo video. It's a quick animation
that just shows exactly what the benefits finder does
versus you all trying to visualize it yourselves. So
I'm -- I hope that that video is pulled up. And I'll take
the chance to drink a little bit of tea.

(Thereupon a video was played.)

TEREA MACOMBER: So thank you for showing that. Next slide.

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

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

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

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

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

Next slide, please.

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TEREA MACOMBER: I will not go through this. I really put this slide in here for folks that are downloading the presentations and using them as just pieces of information. So this is the full journey for applicants that are using the benefits finder from, you know, starting with our outreach partners having an event. Now, those events are mostly virtual and much more -- much smaller, or if someone just finds their website on their own, and then goes through the benefits finder,
understands what they're eligible for, applies to that program, and actually gets into the clean mobility that they need.

And actually, our next slide is going to show you --

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TEREA MACOMBER: -- going to show you Erica's journey and how she not only received an electric vehicle, but then she was able to leverage getting solar, so she's able to charge her vehicle at home.

So let's watch that video really quickly. It's a much more beautiful explanation of our community's journey.

(Thereupon a video was played.)

TEREA MACOMBER: So that's Erica's story. And Erica is amazing. And we have a few other videos that -- that we've finished and that we're also creating to really be able to tell this story, not just to communities, but also to -- to all of us that are on this meeting today that this is completely plausible and it's happeniing right now and folks are stacking on their own.

So Erica didn't necessarily use our benefits finder, but she was able to navigate this with a GRID Los Angeles to be able to get all the benefits that she was eligible for. So we're able to stack those programs
together to really give her a holistic kind of climate --
I like to say climate resiliency package in the form of clean mobility as well as solar.

Next slide, please.

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

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

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

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TEREA MACOMBER: We have them all written down. So our climate justice and equity partners
includes GRID Seven California affiliates that are, you know, their own nonprofits with their own boards that reflects the communities that they're serving. We have our new outreach partner Ecology Action and Community Housing Development Corporation. And EVNoire have also been really supportive in getting us to this third year of our pilot and being as successful as we have.

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

And then this year, we're really excited that we were able to launch, what we are calling, a technical assistance and capacity building pilot with six community based organizations that really don't have necessarily the capacity just yet to be able to apply to support some of these programs on their own. So we built this year-long curriculum, as well as brought them into this statewide outreach that we've built -- outreach network that we've built, which includes a web-based resource hub that includes a whole bunch of materials for them to leverage, including marketing materials, videos like the ones you saw for Erica, training materials, as well as a lot of materials translated in not just Spanish but several other
languages for them to leverage within their community. So we're really excited to get feedback from the pilot of a pilot again to see how we can continue to create opportunities for CBOs to be supportive directly, without having to even kind of go through what is Access Clean California.

And the last two, and the ones that I'm still kind of blown by is the fact that we're able to work with Native American organizations and sovereign nations and really bringing -- they bring so much knowledge and wisdom about the experience of what it means to live in rural California, as well as just the Native experience in not such rural parts of the state. So we feel honored that they're working with us.

And then leveraging the largest labor union in the state California, California SEIU. All of our house -- home workers, home care workers, and education workers, and all of our service employees, how we leverage our labor unions to also do education awareness for folks that rely on transportation to get to their jobs and continue to be the essential workers that really have allowed this -- allowed a lot of us to survive during this pandemic.

So next slide --

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

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

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

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

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

    So for some folks, Jill from -- the ED of the Native American Environmental Protection Coalition has shared that some of the community members that she works
with make less than $10,000 a year. So if they're receiving an incentive for -- you know, scrap and replace can give up to $12,000, that is a significant jump in income. So we don't want to transition folks into clean mobility and sacrifice possibly their government benefits like CalFresh. So coordinating with additional governor -- government benefits, such as CalFresh, Medi-Cal, housing subsidies to really make sure that going back to not having folks have to continuously talk about the fact that they need support, we can leverage all of the work that we're already doing and really become efficient in getting folks transitioning to clean mobility and clean energy.

So this last slide --

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TEREA MACOMBER: -- really is just kind of showing - I'm just going to pull up my notes here - the different ways that our communities are communicating what they need. So, as I've mentioned many times, we really need to continue to leverage trusted community based organizations. You know, some -- some of the challenges that we saw with vaccine distribution is that folks didn't know that vaccines were in their community or if they were, they weren't able to access them, because they didn't really know how to use the technology, Internet,
needed to sign up for an appointment. So really leveraging the folks that are giving resources and are trusted in communities already, let's fund them to do this education and awareness.

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

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

And then lastly, we need to make it mandatory for programs to coordinate with each other. There are so many opportunities for effectiveness and efficiency in the just
transition to this cleaner future that we can -- we can
attain, if we coordinate and work together on the program
level as well.

So that's all I have for you today. Everyone has
access to this presentation. Please visit us at
accesscleancalifornia.org. And I look forward to any
questions or thoughts. Thank you.

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

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

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

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

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

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

One last thing, and I noticed in a couple of the slides, where there were a couple of different chargers. One of the things that infuriates me about our cell
service is we have 10, or 12, or 14 different systems hanging on a telephone pole, hanging on a -- on a -- on poles by the side of the road. If we could -- I see that you're working on the plugs, but we need to work on the software, because you're going to have 12 different charging stations and three different companies with three different accounts, with three different softwares, and you're going to pull up and not be able to plug into any of them.

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

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

CTC CHAIR NORTON: Thank you.

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

TYSON ECKERLE: Yuliya, I was going -- Yuliya, I was going to see if you wanted to start off on the -- you
know, the integration of all the chargers across and then I'd be happy to fill in after.

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

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

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

TYSON ECKERLE: No, I think that's -- that's right. I mean -- or that's absolutely right. And one of the things that, you know, CARB had a regulation recently about open access standards. And they -- requiring the
credit card readers on each of the charging stations, so if you don't have the RFID card, you can show up and use your credit card. I think that also -- and through the process of that regulatory engagement, a lot of the companies created bilateral agreements, so if you're an EVgo customer, that EVgo card will work at a ChargePoint station or an Electrify America station.

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

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

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

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

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

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

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

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

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

Thank you.

CTC CHAIR NORTON: Thank you very much.

Board Member Sperling.

You're muted.
You need to unmute you.

CARB BOARD MEMBER SPERLING: Oh, okay.

CTC CHAIR NORTON: There you go.

CARB BOARD MEMBER SPERLING: There I go.

Okay. So it was a great set of presentations.

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

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

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

And so as we think about putting in chargers in housing for instance, it's -- you know, given that these
rules take a number of years any way, it seems like -- it
seems like we should -- could be even possibly doing it
even faster than what we were hearing that HCD is
requiring. Given that it now looks like -- you know, when
we have regulations, the industry looks at regulations and
they say, okay, maybe we -- maybe they won't really happen
or they'll be slower. But this is a case where it's
becoming clearer that electrification is so compelling, so
it's not only important for decarbonization, but it's now
going to increasingly be important -- what's that?
So it's -- so it's increasingly important also
just for the economy as well.
So you know, I don't know if HCD folks want to
comment, but that's one thought.
The other is that the vehicle-to-grid issue, the
vehicle -- the VGI initiatives, and this would be for
Yuliya Shmidt. You know, we're putting a lot of --
starting to put money into school bus -- electric school
buses. And in some ways it's the worst application from a
cost effectiveness perspective. It's a great one in terms
of, you know, the political optics of it. But it becomes
a great option if we use it for bidirectional charging,
because these buses are unused at peak times in the
summertime. And it seems like that's a number one
strategy both to learn how to do it well, as well as
actually to get true large benefits. And I'm -- I wonder
if there's a focus on that and what progress. I know
there's some places around the country that are already
doing that, Montgomery County in Maryland is one of the
pioneers.

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

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

Thank you.

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

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

(Laughter.)

CTC CHAIR NORTON: Thank you so much.

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

TEREA MACOMBER: Yes. It's a great question. I'm glad you surfaced it. It's definitely a question that I don't know if I can fully answer. But that is something that we hear from outreach partners, even with our project, is Access Clean California going to continue after 2020 -- 2021? And so it's something that our communities are really focused on. It's like if you're going to bring this program into our program, especially -- not that -- not all programs are -- all communities are speaking about it, but I -- we do definitely hear it a lot from our native communities and
our sovereign nations. It's like can we make sure that if 
you do create a program, that it's something that is going 
to last for more than a year or even three years.

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

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

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

So many people doing a lot of things that are 
coordinated and reflective of the communities that they're 
serving. We're a state of so many people. Over 50
languages I think are spoken in this state, over 40
million people. There's just no way for us to do this
from one place. So how do we support and build capacity
within all of these community based and trusted community
pillars to do that work. Not do it for us, but do it --
do it in a way that is going to be the most effective and
efficient.

Sorry, I didn't answer specifically your
question.

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

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

Commissioner Guardino.

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

Let me start with full transparency. I always
feel this is important, because we're talking about
electric vehicles, and electric vehicle infrastructure,
and the resiliency of our energy sources, and the grid.

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

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

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

I want to, if Yuliya can take herself off of mute, I'd love to follow up with you on the side, so I don't take too much time this morning. But your comments around grid resilience for EVs, I would love to go much deeper on how we accomplish that in California. Kudos to
the Commission for its ongoing efforts to prepare our
state and all of our communities around the upcoming
wildfires season, which everything that we know and read
continues to emphasize that wildfires are only growing in
terms of their intensity, their duration, and its impact
on all of us through the direct damage of wildfires, as
well as the direct impact of PSPS events, and rolling
blackouts.

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

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

And we know in California that it -- that it is
disproportionately falling on our most underserved
communities. And we need solutions on air quality as CARB
has always emphasized and led the way on that -- that
makes sure that our underserved communities are listened to and addressed in terms of meeting the air quality needs, in terms of localized air pollutants. So, again, if you have more to add, I'd love to hear it now or to neighbor with you off of line with you and your team.

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

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

And Board Member Pacheco-Werner.

CARB BOARD MEMBER PACHECO-WERNER: Thank you so much. And I'm so excited to be part of this conversation.
Thank you to all the agencies involved and those not present whose action plans will provide important pieces of the puzzle to this.

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

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

I guess a second part to this question is also how do we integrate our education system so that young people, particularly in those communities that have been traditionally left behind, can have some level of training
to be able to attain these jobs, and really have -- be
prepared again to think about this next level of how our
economy works, and how do we make sure if we're really
committed to equity how to make sure we don't leave those
communities further behind on the actual, you know, income
drawing aspect to this.

    Thank you.

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

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

    I'm not aware of any look back at how the 2019
CALGreen code requirements actually impacted versus our estimated fiscal impact. So we're happy to coordinate with building industry and building owners to try to solicit some information and data on the actual cost impacts.

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

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

One of the things we're being careful not to do is promise a one-for-one replacement. It's -- you know, it's how do you make sure that people have a good place to land wherever it is in whatever industry that it ends up being. So I think there's a lot of great work there, a lot of partnerships with the community colleges and stuff.
But there's also kind of things that we don't -- that -- you know, in going through the agency action plan process, and I think it will improve each year, but there's other agencies that are stepping up, like the Bureau of Automotive Repair trying to make sure that, you know, technicians have access to, you know, ZEV-related training, and making sure that they're doing -- going the extra mile to bring in priority communities.

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

And so I think that's really a challenge. And we have to keep working on it and making sure that the systems work. I mean, all of us have that intention. It's just to make sure the systems work. And so that's also looking at State contracting and making sure like
even if they -- you know, whatever the component of that job is that we're creating those opportunities.

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

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

CTC CHAIR NORTON: Great. That's wonderful.

Let's move to CARB Board Member Davina Hurt.

CARB BOARD MEMBER HURT: Thank you, Chair. And thank you speakers. This has been a really informative presentation. And I want to uplift Ms. Macomber's start to her presentation. Very powerful and necessary.
You hear my cuckoo clock back here. Bad timing, sorry --

(Laughter.)

CARB BOARD MEMBER HURT: -- at any rate.

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

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

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

Thank you.

CTC CHAIR NORTON: Thank you. Ms. Macomber.

(Laughter.)

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

So that's a question that just comes to mind as I
think about that. But we -- if we are extended into a
full program, I think we can definitely start to think
about how we can leverage the outreach network that we
have, build it, build it out to include the ability to do
education and awareness for organizations and companies
and for heavy-duty vehicles as well.

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

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

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

But when we get down to the nitty-gritty, we want to make sure that we're coordinating these programs enough where it is becoming a climate resiliency package. We're able to leverage the future of vehicle-to-grid and grid-to-vehicle. If things shut down, especially our native communities, are they able to leverage their vehicle as a battery? Are they able to, you know, still have some electricity or some transportation if their vehicle is charged. So we're thinking about how do we continue to add things to this package, energy efficiency, electric -- you know, electric -- electric stoves, electric water heaters. How do we make sure the transition to all of these technologies and incentives is
one that it's not so piecemeal? That it's taking the
communities that have the greatest impacts from climate
change right now, and have had the greatest impacts of bad
air for generations due to redlining are not just in line,
but they're the first in line. They are the very first to
be able to get take advantage of all these technologies to
clean the air.

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

So when talking about this transition, we don't
need to just talk about the savings and how we can reduce
the financial impacts, but our communities are recognizing
that this climate change battle is climate -- our approach
to addressing climate change, we all have a stake in it
and they want to have a stake in it, if given the ability
to.
CTC CHAIR NORTON: That's fantastic. We have a number of people waiting in the queue. So I'm so glad you're here to answer these questions.

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

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

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

So my questions are focused around that. First, I really wanted to focus on -- and I understand the
limited ability of HCD to do this. But I think that ZEV charging infrastructure in existing multi-family affordable housing is really critically important. And I wonder if we couldn't get a comment about how it's being integrated with the SOMAH Program. I know GRID is involved in both, but I also know that SOMAH is very challenging for affordable housing projects to access, that the waiting list is long and difficult, so I wanted to hear more about that.

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

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

So those are my three questions. Thank you.

CTC CHAIR NORTON: Tyson, could we have you talk
about the -- expediting the charging infrastructure especially for freight in communities of need.

TYSON ECKERLE: Yeah. So we're doing a lot of work on -- well, permit streamlining. And then also working closely, we have more work to do on the interconnection process. I think that's a lot on the utility side. But the permit streamlining that, you know, we have this -- we're calling it the ZEV Permitting Olympics to get everybody streamlined around, you know, the permitting practice, and that's both for EV charging and hydrogen fueling stations.

And I think there's some really interesting work happening too in terms of outside of the home charging. Just saw a presentation, it's not public yet, but one of the CCAs, Community Choice Aggregators, in Alameda County is doing a bunch of analysis about where they would place DC fast chargers, for example, to help accelerate adoption. They're multi-family complexes. And if you insert a layer on, you know, a lot of the Uber and Lyft, or the TNC drivers, live in those multi-family houses, if they -- they're finding the place to where they can walk shortly to get the fast charging access. I'm working closely with the Energy Commission on that.

And so there's the -- you know, the fast charging option. We also have 45 hydrogen stations open and a
pathway to about 200. And that's going to start opening
some doors, especially as the next generation of fuel cell
cars come in.

And so I think there's definitely a lot to do. I think that existing housing stock is a tremendously huge
issue. And I think the hard part is, you know, if you
have access to charging at home, it's often cheaper. DC
fast charging could be more expensive, and so we have to
figure out a way to balance that out as well, you know,
through a variety of programs like even, you know, like
looking at Clean Cars 4 All, for example, could
potentially come with a charging card, you know. So that
is one of the ideas that we're tossing around to enable
charging if -- or, you know, we talk about panel upgrades,
or, you know, there's a lot -- a lot to be done to help
make this easy for the end user.

CTC CHAIR NORTON: Are there any other -- thank
you, Tyson. Are there any other input to the questions
that were just raised?

YULIYA SHMIDT: Yeah. I did want to jump in,
because I think that's a really relevant equity question
for us that we've been thinking about a lot, which is that
not everyone can charge a home, fundamentally. Fifty
percent of Californians, give or take, are renters, for
example. And it's very hard for them to install a charger
in a house they don't own. Some percentage, I know -- I forget, maybe 30 or 40 percent, are dwellers of multi-family buildings, which do face obstacles to installing charging. Although, they are now starting to catch up. And so public charging is crucial.

Public could include, for example, workplace charging, which we have had some success. But, of course, that requires a very particular kind of workplace and a particular work schedule, where someone parks for quite a long time. And so this is kind of the double-sided equity issue that Tyson pointed out.

One is you need public charging infrastructure. And that's why we have utilities investing most heavily on that end of light-duty charming, rather than within single-family homes. And secondly, it is quite expensive -- more expensive right now to charge in stations like that, because they pay a very different type of rate and that fast charge is a much higher voltage draw on the grid. And so it really brings a lot more cost to the grid than that low voltage overnight charge that folks do at home.

So these are things we really struggle with. And we think some of that can be answered with good rate design, but there -- we don't have all the answers yet. That's for sure.
CTC CHAIR NORTON: Thank you. Thank you very much.

We have a lot of people who want to still weigh in, so I appreciate all of you here. We're going to -- after -- we're going to go to public comment after we hear from Commissioners David and Lyou.

Commissioner Davis.

CTC COMMISSIONER DAVIS: Good morning, everybody. And echo the comments of everybody else that's asked some questions so far. These were fantastic presentations. Really very useful. I believed everybody that's, you know, part of the decision-making process to move forward.

My Chairman -- my Chairwoman, Chairman Norton, had made it clear that be brief, if somebody said the things that needed to be said. So I will just echo all of Brother Bobby Alvarado's comments and this idea -- we all believe we need to doing something about urban infill. We also need to figure out how to bring jobs to where people live, because I'm not sure you're ever going to get us out of our cars in California.

And, Terea, the Access Clean, your presentation was absolutely that a breath of fresh air, because -- and my fellow Commissioners on the CTC know that one of my biggest concerns is as we're making this transition from fossil fuel to electric vehicles, that somehow the people
in the construction industry that I represent, 65,000 members in California, who are predominantly people of color and who are living in communities that are already disadvantaged and often forgotten don't become further victimized by vehicle miles traveled and what those fees are, while we're figuring out, you know, what the new -- what the new deal is, right?

And so Terea, I'll try to reach out to you also to have a conversation about how we might be able to connect organizationally and maybe even see if I can try to figure out a way to get you connected with State Building Trades. It's our parent organ -- it's our umbrella for all of us. But we're like every family, we don't always get along with everybody in the umbrella, but it is our umbrella. So I'll trial to do something there.

So two -- so art of two questions. One for Tyson. You referenced the C-10 license early. There's a C-46 license for solar work. Has there been any thought to creating a new license classification for the installation of these charging apparatuses, I'll say, because there are, you know, different forms, different places, installed in different spots.

That might also make it a little bit easier for somebody, you know, a little entrepreneurial to figure a way to get a contractor'a license, and, you know, go from
being an installer, to an owner, to -- you know, to becoming an employer.

And then the second question, and then I'll put myself on mute, was back to Director Velasquez. And I'll clarify as Commissioner Guardino did, I serve as the President of the International Accreditation Service Board which is a subsidiary of the International Code Council. But the question for Director Velasquez is, is first off I'm happy to see we're trying to figure out how we control costs, as we look at putting these on houses, multi-units, and wherever we need to put the charging stations to control those costs. But is HCD also looking at other ways where you can then reduce other costs? The example being, you know, the uniform plumbing code versus the international plumbing code.

And how that makes things easier to -- so there's other areas where there may be alternate means or alternate codes that still produce a safe, well-built product that would help reduce those costs, not only controlling the cost of the charging station installation, but then other costs down the line that affect the overall cost of the project.

So that's -- just looking for that -- those comments. And once again, fantastic presentations. And I would ask -- I don't know who from the CTC whatever the
appropriate means would be to get there my information. I would authorize that to be done, if you guys could do that for me. So thank you and I appreciate everybody's time today.

CTC CHAIR NORTON: Thank you.

TYSON ECKERLE: Great.

CTC CHAIR NORTON: So, Tyson, do you want to talk about the licensing part?

TYSON ECKERLE: Yeah.

CTC CHAIR NORTON: And then Terea, I know there was a lot of praise for you. And if you want to add something about the real-world examples of how it's applicable and what the jobs opportunities have been that you found in the installation portion of this, that would be great.

TYSON ECKERLE: Great. Well, yes, quickly on the licensing, I'm not aware of another -- a push for another license. I think the thing that has happened is training. The EVITP Program, Electric Vehicle Infrastructure Training Program, was put in legislation last year, AB 841. So the State investments, you know, are required that you have that -- at least the contractor has to have an EVITP certified electrician on staff to do certain work. And it gets a little confusing and stuff.

And so I think that might be the closest thing.
The training is -- you know, it's public and accessible. There is a cost associated with it. But that's one way that's -- you know, contractors can get a leg up in the market, but I'm not aware of any other movement to do additional contracting thing, but there could -- there could be.

CTC COMMISSIONER DAVIS: All right. Thank you.

CTC CHAIR NORTON: Terea.

TEREA MACOMBER: I'll add quickly. I am not -- I'm overarching, so I am not as close to the work that we do, which is supporting the statewide financial assistance program, clean vehicle assistance program and installing charging -- and coordinating installing charging for applicants as well as coordinating them getting a charge card. So we do have a -- we have a statewide program that's already giving public charging cards, so folks that aren't owning their home or have a place to charge at home can still charge.

Two points there is or -- yes, two points there is, one, definitely still -- I've heard the barrier of it being kind of difficult to get a certified electrician to do all of this training. So I know we -- I hope that we've hired our certified electrician to do specifically charging infrastructure install -- installs, because it's important, and we want to train more folks to do it. We
are -- we do also workforce development at GRID, so it's definitely important to continue to -- I think that the subpart of that thought is as we -- you know, as we create programs for charging to be installed to, one, ask the community where they want that charging. Not everyone feels comfortable charging at, you know, certain parks or, you know, at some times Whole Foods or places that may seem like a really accessible place, but sometimes -- you know, EVNoire's been a part of our outreach network and has shared examples of people having their charger taken out of their car and put into other vehicle, having the police called on them, a Black man having the police called on them at a public charging station.

So just recognizing that we might need to ask communities. We should involve communities and where they want that charging. And then the second piece of that is as we create programs for charging to be built, not forgetting the smaller mom and pop shops that can do installs in their community, that look like their community, and are trusted in their community. So making sure that the program design doesn't lean towards really large -- just really large installers because that's also -- you know, that's also kind of a workforce opportunity is to really get these smaller shops to be able to do this install -- do these installs in their...
community. So going back to my thought around distributed work is really leveraging some of these smaller mom and pop places to do -- to be part of this just transition as well.

CTC CHAIR NORTON: Wonderful. Thank you so much. We now have some questions from Commissioner Joe Lyou.

CTC COMMISSIONER LYOU: Thank you, Chair Norton. That comment just gave me a flashback to being in Riverside one time charging an electric vehicle and seeing some teenage kid just walk up to my car and pull out the charger, and drop it, and walk away. And I just looked at like what are you doing?

(Laughter.)

CTC COMMISSIONER LYOU: Anyway, it has happened. My first comment I think is kind of -- more of a general comment about the idea of transitioning to electric vehicles by 2035 or to the extent that we can, and the fact that we really do recognize that, you know, bumper to bumper electric vehicles aren't the solution either, right? So we have to make sure everything works.

And that brought me to thinking about one of the things that came up at our last Commission meeting, which was the backlog of ships, and containers, and trucks, and locomotives throughout our goods movement system here in Southern California and the problems that we're dealing
with. And we assigned our Executive Director, Mitch Weiss, to basically fix the problem. So he's going to be doing some work on this.

(Laughter.)

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

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

The second thing I wanted to mention also came up
at our last meeting -- Commission meeting, and that had to
do with the AB 1236 EV charging permit streamlining. And
Tyson, I think -- I mean, this is something that's in your
ballpark. I mean, I know that you're using this -- this
carrot approach of Olympics of recognizing those cities
and counties that are streamlining their permits, but this
was a legal requirement and the deadline has long passed.
And there's a lot of cities out there that just aren't
complying.

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

    Thank you.

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

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

    CTC CHAIR NORTON: Chair Randolph, we'll start
CARB CHAIR RANDOLPH: I'll talk to staff about that. That sounds like a -- some really useful data that would be helpful.

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

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

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

But other than that, it's just kind of slow and steady outreach. And the permit Olympics, yeah, we're to keep it going. We have four counties that have streamlined a hundred percent. I mean, LA is going -- that's a really hard one. But the Alpine County was
really excited. They were the first gold medal, but they're just a county. There's no cities in it, you know.

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

CTC COMMISSIONER LYOU: Thank you.

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

HCD DIRECTOR VELASQUEZ: Madam Chair?

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

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

CTC CHAIR NORTON: And I did want to invite -- I
I did want CARB Board Member Balmes to know that he's in the queue.

HCD DIRECTOR VELASQUEZ: Okay.

CTC CHAIR NORTON: Please proceed, Director Velasquez.

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

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

That -- you know, the -- you know, the issues that we do confront as a state around homelessness, you know, can really tie very well to an issue of lack of supply to very low income people. And we can't buy ourselves out of this problem. I mean, there will be
never the amount of subsidy that we would -- public
subsidy that we could put into creating what the need is.

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

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

And so it's an all-of-the-above approach that
we're taking in order to reduce cost. And if we do so,
then we can obviously do augmentations that can meet
climate goals much quicker than how we are doing it now.
But I just wanted you to know that we are mindful that all of the approaches matter and they are all on the table.

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

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

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

CTC CHAIR NORTON: Yes, we can.

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

I want to say first that I tremendously appreciate the presentations and the dialogue that I've heard after the presentations. You know, I've been to a
number of these joint meetings. And, to me, this is the best one so far, in terms of really talking with each other.

CTC COMMISSIONER GUARDINO: (Thumbs up.)

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

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

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

And then the actual comment that I wanted -- or the question that I wanted to ask was about -- well the context is actually somewhat following Board Member Hurt's, I think, very interesting suggestion about a zero emission car for all. But I think even very low income folks would have trouble unless, we gave a free car, even
with the subsidies that are provided and that Ms. Macomber is trying so hard to get to the people that need it. I still think zero emission vehicles are out of reach for very low income folks.

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

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

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

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

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

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

Next public comment.

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

Thank you.

TYSON ECKERLE: May I --

CTC CHAIR NORTON: Tyson, can you take that?

Yeah.

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

CTC CHAIR NORTON: Thank you.
Next comment, Justin.

JUSTIN HALL: The next comment came in from Ben Wong. This also came in during the Emily Withers presentation. He writes, "Are there any grants, programs, or incentives to retrofit existing residential dwellings for EV charging"?

    Thank you.

CTC CHAIR NORTON: Ms. Macomber, do you want to take that one?

TEREA MACOMBER: So from Access Clean California's point of view, what we're trying to do on the back end kind of insulate the public from this part of things is hopefully we can coordinate these programs enough. For example, if we can coordinate, you know, once Empower EV comes online, for example, can we coordinate someone that might be leveraging Energy for All, so solar, on their home, getting -- scrapping and replacing a car -- Clean Cars 4 All, and being able to -- being in PG&E territory to be able to upgrade their main service panel and be able to get level 2 charging at home.

    So this is where that coordination on the back end, insulating the public from that piece. But if we can like talk to each other and see like can we leverage this person taking advantage of all these programs to make sure their home is able to sustain, not just charging but also
solar as well, that's, you know, an amazing opportunity for some folks that own their home.

So that's one example that we're trying to work on. And we stay -- try to stay closely coordinated to be able to do that without the public having to know it. So if we know from our case management's point of view, that this person is eligible for all these programs, we know these programs well enough to be able to, you know, jigsaw a couple pieces of programs together to get them the technologies they need.

CTC CHAIR NORTON: Thank you. That's a wonderful answer and we look forward to following up with you on that. And even with the energy companies company as well, it sounds like they play a big role in this.

Jason -- I mean, Justin, next two inputs from the public.

JUSTIN HALL: Thank you, Chair. The next written comment comes from Elisabeth Hahn. She writes, "What does Tyson Eckerle see as the MPO and local agency role for advancing EO N-79-20? Does the State promote MPO/local agency investment in charging stations with public funding, or does the State anticipate that the private sector or State agencies will deploy EV charging stations"?

Thank you.
TYSON ECKERLE: That's great. So the local governments and MPOs have an absolutely pivotal role to play, from permitting, to planning, to making sure we're getting these stations in the right spots. If there's investment dollars you can leverage, we want to make sure we get those into the system as much -- you know, we're trying to -- it's -- you know, everything -- we're animating public capital, private capital. Also, if there are things that we can be doing at the State that makes, you know, MPO and local government jobs easier, we want to know about that. It's, you know, very much a collaboration going forward.

CTC CHAIR NORTON: Thank you very much.

Justin, next public comment.

JUSTIN HALL: The next written comment comes from Lupe Camacho. This question is for Terea Macomber. She writes, "Why is there no Clean Cars 4 All Program for Inland Empire? We have a tremendous amount of commuters, due to predominantly -- due predominately to more affordable housing in the rural areas with employment in Orange, LA, and San Diego Counties? How can we, Inland Empire, begin steps towards establishing a program of Clean Cars 4 All out here"?

Thank you.

CTC CHAIR NORTON: Ms. Macomber.
TEREA MACOMBER: Yes. That's a great point also. And that's a great piece of feedback that we've already received is we have kind of gaps in the scrap and replace portion, which is one of the most effective ways for us to reach our goals is like take this car off the road and replace it with an electric vehicle. I -- my staff leads are on the line, so let's jot this one down. I think some -- I know that Clean Cars 4 All, Replace Your Ride -- South Coast Air Quality Management District Replace Your Ride, I don't know -- I don't think it extends all the way into the Inland Empire. I think it's San Bernardino County is where it might stop.

So maybe some parts of Inland Empire are in South Coast jurisdiction. But in the meantime, our outreach partners are still pushing to layer programs together, so clean vehicle assistance programs statewide, no zip code needed. Just income qualification and CVRP's Rebate Now is -- I believe for the next six months is going to be in the Central Valley. I don't know if that includes Inland Empire, but that's another program that we're -- we -- our outreach partners are hoping to stack together to bring access and immediately.

So we are taking that feedback and I hope to see that, you know, maybe there's a statewide program that kind of takes all the lessons learned and best practices...
from the regional Clean Cars 4 All and in -- you know, it
won't be immediate, but in the future we do have a scrap
and replace program that is similar to Clean Vehicle
Assistance Program and it's statewide and we can continue
to see that very faster transition to clean mobility for
our communities, so...

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

CTC CLERK REMEDIOS: Madam Chair?

CTC CHAIR NORTON: Yes.

CTC CLERK REMEDIOS: We have one hand raised.

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

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

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

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

I really just wanted to say that really
appreciated the cross-agency discussion today. Really
think the collaborative approach to meeting the EV order
components of the Executive Order centering those inequity and access to the benefits of transportation electrification. That's all critical to protecting against the harmful transportation pollution that impacts so many communities of across California. We know the transportation sector is the leading source of harmful air and climate pollution and adds just a wide range of public health challenges, including 7,500 deaths per year annually in California.

The basic idea that I wanted to convey is that, you know, we want to see the incorporation across the board of equity in this transition to zero-emission transportation. We want to make sure that all of our State agencies are continuing to work together, again very heartened by the discussion today, and especially with Ms. Macomber's presentation. Really, I think that's important to continue that dialogue as a baseline for all of the actions that come forward.

With CARB, we're going to continue to work with the staff on ZEV regulations across the Board. We know that we can't hit our clean air and climate standards without this widespread transition to zero-emission technologies.

We also know that as we look at the next item on the CAPTI, we want to encourage the CTC to really
accelerate the development of guidelines that help to advance EV infrastructure. Those recommendations were in the CAPTI and really feel like those are important to get a jump on that guideline development.

Finally, I want to say, you know, very much appreciate the focus today on infrastructure and that the Lung Association is putting a high priority on supporting the Governor's budget proposal to really invest heavily, as quickly as possible, on widespread infrastructure deployment.

And then in closing, just wanted to appreciate the comments by Dr. Lyou and Dr. Balmes about the need for a robust health evaluations basically across the board as California moves forward in addressing our climate and clean air challenges.

So with that, I'll stop and say than you again for a great presentation.

CTC CHAIR NORTON: Wonderful. Thank you. I was just made aware that we have three more hands raised and we have other Board members and Commissioners who'd like to speak again. So I am going to do, as I promised to do, which is I'm going to break for lunch. I would really appreciate Tyson and Terea Macomber, if you could come back. We have lots of questions for you. This is a great conversation. And I think all of the presenters have
really inspired us to have some in-depth questions asked of you. And I would just ask your indulgence, if you could come back at 12:15 and continue to work with us, because we do have some great questions for you. And we want to appreciate your wonderful presentations, because they've inspired a lot of great thinking.

And as you've heard, this has been one of the most collaborative and sort of open dialogue opportunities we've had amongst our agencies, and that's really inspiring. And you've helped make that happen.

So we'll see everybody back at 12:15. I appreciate the three hands raised. And if we have more, we're come back to them as well.

Thanks again.

(Off record: 11:47 a.m.)

(Thereupon a lunch break was taken.)
AFTERNOON SESSION

(On record: 12:14 p.m.)

CTC CHAIR NORTON: Okay. Well, it's 12:15 and as promised, we are back in session. And while everybody is gathering, Tyson, thank you. Terea, thank you. And I wanted to -- I'll start my questions until I hear from Douglas that the people who had raised their hands are back, okay?

Douglas, you'll let me know or are they back?

CTC CLERK REMEDIOS: There's no way for us to tell for sure, but they appear to be back.

CTC CHAIR NORTON: Okay. Well, then let's go to public comment first and then I have some wrap-up comments. So Justin, will you please call the public comment?

JUSTIN HALL: Thank you, Chair Norton.

Up first, we have Bill Higgins.

BILL HIGGINS: Good afternoon and I appreciate the opportunity to address you. I'm Bill Higgins and I represent the California Association of Councils of Governments, which represents all regional transportation planning agencies statewide and all MPOs responsible for implementing SB 375.

And we have our members up and down the state who are actively engaged in implementing and planning for
electric vehicles, so I'm very excited about everything that was shared today.

I do want to raise an issue that has not been talked today, that I think what we do have to put on our system, and that's the fiscal resilience of the transportation system. We saw a video today where somebody was very happy because she didn't have to pay gasoline tax -- our gaso -- pay for gasoline, which means she's also not paying for the gasoline tax to maintain the roads, and bridges, and transit systems that that money is being used for. And I think that as we transition, it's incumbent on all of us to think about how we're going to rebuild our transportation funding system.

The Mineta Institute has a study that recognizes that we could -- because of EVs and other things, we could see a billion dollar shortfall by as much -- by 2030, and as much as $4 billion a year shortfall by 2040. And so we want to engage that conversation with you. How do we still maintain the system? You want many of our members to implement SCSs that will achieve further reductions and they're implementing strategies that are based on forecasted gasoline revenues that may not be there now in 2035.

So I want to just put a flag in that issue and say let's talk about it and plan for it, as we switch to
electric vehicles and engage in this process. We also need to think about our funding resilience.

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

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

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

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

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

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

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

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

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

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

CTC COMMISSIONER GUARDINO: Great. Thank you for
that.

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

BILL HIGGINS: I will do that.

CTC CHAIR NORTON: Okay. Wonderful. And Terea, I know that you have to leave at 12:30, so my comments were to you. So I want to catch you while you have ten minutes.

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

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

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

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

TEREA MACOMBER: So for the first question, definitely, it's hard to balance, because especially in communities of color, car ownership is a form of wealth. So car ownership is really important for some families, because it's -- you know, we go back in history. It's
kind of the only way that you could build wealth -- one of
the only ways to build wealth, because of the lack of
access to mortgages. So we're -- we have that history and
somewhat present problem to contend with.

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

CTC CHAIR NORTON: Um-hmm.

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

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

So education around range anxiety to reduce range
anxiety is definitely important. 

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

So I'd love to see more programs like that come online, especially for communities that don't have incredible mayors, like Mayor Rey León. You know, we have communities that may not have such strong voices that can navigate -- you know, navigate State government and understand how to get into the correct meetings to receive funding. So how can we do that work from our side to recognize that there's a lot of people -- you know, just from my experience and my family, like they're living in multi-unit dwellings. There is that one person that has a car that will leverage it to pick up groceries for a grandma, take some kids to school, pick up kids from activities. So there's forms of resiliency that are already happening. How do we uplift those?
A lot of the program incentives, especially CVA -- I believe it's CVAP as well as CVRP are giving incentives for e-bikes as well. So these incentives having multiple ways to leverage the funds for public transportation, if that's -- if you want to scrap this car and get public transportation for our children to be able to leverage that, and -- or get an e-bike. But I think in all of these conversations, we're really talking about movement of people. We're talking about mobility.

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

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

After-market, folks in the Central Valley -- our partners, Valley Air, especially CCAC, are really focused on pre-owned electric vehicles, because we recognize
that's really where we can start giving out free cars, because these incentive amounts when you stack them together, we can get up to $15,000 for a person for a vehicle. So then we start becoming like Oprah and saying you get a free car and you don't have to go into debt.

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

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

CTC CHAIR NORTON: Well, thank you so much for that very thorough and for your really wonderful
presentation, really grounding this in really lived experience. Really appreciate it.

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

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

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

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

CTC CHAIR NORTON: Yeah.

CARB CHAIR RANDOLPH: Can I just -- can I just
respond a moment on the electricity as fuel point?
CTC CHAIR NORTON: I was just going to call on you.

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

CTC CHAIR NORTON: Fantastic. And I just want to ask a question about the Biden administration and the focus on growing the grid, because Tyson I know you've been doing a lot of thinking about this and just how do we get the grid to be resilient enough to handle California's very ambitious and national model standards. So how do you see California rolling out the grid resiliency part, so that we can match up with the number of chargers and all of the wonderful goals that we're going to try to meet in this program and then in our future discussion on CAPTI...
TYSON ECKERLE: Great question. I don't know if Yuliya is still here or, you know, obviously Chair Randolph has a good -- I mean, I know enough just to get in trouble and kind of -- so in terms of the -- you know, the planning, you have the Energy Commission doing the Integrated Energy Policy Reports, and that, you know, helps direct a lot with the investor-owned utilities investment -- investments they're making. I mean, I think there's a whole lot of pressures on investment to -- you know, for grid resiliency with Wildfire resiliency, the PSPS, and like -- so I think that it's a big -- you know, we're looking at it from a relatively narrow window into a very big system that takes a lot of investments to get. So I don't want to speak out of turn on that, and so -- but I think there's definitely people -- you know, the Energy Commission and Public Utilities Commission working together to really answer that question.

And then throw on top of that, you know, getting to a hundred percent carbon free by 2045, if not sooner. I mean, it's -- it's challenging, but it's also real opportunities, so -- and then, of course, you know, as we start -- you know, certain conversations on offshore wind and solar, all these resources where they, you know, are getting the stuff where it is, being produced to where
it's needed, there's just -- there's a lot of planning
that needs to go into that. But I feel like we have a
good handle on it as a collective.

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

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

   Justin.

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

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

   And I was really especially pleased to hear so
much an emphasis on transportation equity in your
discussion and presentation so far today. We at Coalition
for Clean Air, along with our partners in the Charge Ahead
California campaign came together in 2014 to sponsor a
bill into law that makes it State policy to electrify the
transportation sector in a manner that ensures that all
Californians, especially those who are most impacted by vehicular air pollution, can realize the benefits that electric vehicles can provide.

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

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

So when we talk about what the agencies can do, I think really the foundation of California's zero-emission vehicle efforts are the regulations that come from the Air
Resources Board. And the Board has upcoming opportunities to add to that through the Clean Miles Standard for the ride-hailing fleets, through next iteration of our Clean Car Standards, and the Advanced Clean Fleets Rule for trucks, requiring truck fleets to buy zero-emission vehicles.

CTC can help by funding zero-emission infrastructure through the Trade Corridor Enhancement Program. Last year, you made it clear that such infrastructure is eligible. So now we need to move to the phase where projects are actually getting funded. And HCD, as we heard earlier this morning, it's so crucial that multi-family dwellings can have access to charging. So we urge you when you look at your building standards to make that as available as possible, so that people like Erica who we saw in the video, can have access to the savings that they get from not having to buy gasoline.

Thank you very much.

CTC CHAIR NORTON: Thank you.

Next public comment.

JUSTIN HALL: Up next, we have Ryan Kenny. Ryan, you're free to unmute yourself and make pack a comment.

RYAN KENNY: Yes, Madam Chair, members. Good
afternoon. Thank you for taking my question.

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

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

So we do want to point out that there really isn't a viable heavy-duty ZEV at this point. The industry is just really getting off the ground. There are a few in production this year. But as far as one-for-one displacement between heavy-duty ZEVs and diesel, there's just -- they just aren't there and they aren't expected to be there for, you know, the next number of years, at least until the Omnibus Regulation of a 0.02 NOx standard is required in 2027.
So I just want to point out that the industry -- the renewable fuels industry along with low-NOx industries are ready to help out in the near term, but we just haven't seen any policies that focus on the near term for heavy-duty transportation. And I just didn't want to get -- have that get lost in the discussion today, because it's been a great discussion. Both -- mostly focused on light-duty, but heavy-duty in the near term is very important as well.

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

Thank you.

CTC CHAIR NORTON: Thank you so much.

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

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

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

CARB CHAIR RANDOLPH: You know, there's absolutely a lot of work on -- in the near term, both on the regulatory front and we still have incentive programs that are meant to address that sector. So there is absolutely a lot of work happening in the short term. We are not waiting until 2045.
CTC CHAIR NORTON: Fantastic. Thank you very much for that response. And Tyson, did you have anything else you wanted to ask -- add to Chair Randolph's comment?

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

CTC CHAIR NORTON: Cool.

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

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

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

CTC CHAIR NORTON: He did speak already.

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

CTC CHAIR NORTON: Thank you. We appreciate that.

JUSTIN HALL: Thank you, Bill.

BILL HIGGINS: Okay.

CTC CHAIR NORTON: We appreciate your wise first
Second speaker.

JUSTIN HALL: Thank you, Chair. We have no other hands raised at this time. We just have one written comment left, which I will -- I'll read from Eric Barnes. "Eric Barnes, Motorcycle Industry Council. It appears that the direction of charging infrastructure development is towards commuting. Motorcycles are not only used for commuting, but also recreationally along rural routes. Additionally, electric off-highway recreational vehicles need sufficient charging infrastructure at public areas. Are there plans to expand infrastructure development beyond commuting routes to support other uses of vehicles? "Second question. Are there any thoughts or plans in place related to the ending of solar tax incentives and the impact this will have on residential adoption of solar power"?

Thank you.

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

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

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

J&K COURT REPORTING, LLC  916.476.3171
CTC CHAIR NORTON: Okay. Tyson, on motorcycles and access to charging.

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

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

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

CTC CHAIR NORTON: Fantastic. That's great. Thank you. That, I believe, completes public comment,
Justin, are we confirmed?

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

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

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

CTC CHAIR NORTON: Excellent. Thank you so much.

Director Velasquez.

HCD DIRECTOR VELASQUEZ: No. Ditto. Thank you.

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

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

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

(Thereupon a slide presentation.)

CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
much. Can you all hear me okay?

CTC CHAIR NORTON: We sure can.

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

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

Next slide.

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CalSTA DEPUTY SECRETARY MOOSAVI: One more, please.

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CalSTA DEPUTY SECRETARY MOOSAVI: So this effort to put together a Climate Action Plan for Transportation Infrastructure that is being led by CalSTA and has been really an interagency effort, including all of the agencies represented here on this joint body here today,
was borne out of the Governor's Executive Order N-19-19 back in 2019, where the Governor called on our agency to leverage State transportation spending to help meet climate change goals. And this Executive Order, you know, I believe is an acknowledgement that as important as the zero-emission vehicle strategies that we heard about today are to meeting our climate health and equity goals that they alone are not enough.

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

And so this -- this Executive Order tries to tackle those different pieces and lays out in different ways our agency can work across the transportation funding
that is available at a statewide level to help incentivize, and prioritize, and leverage those dollars in a way that helps get us to infrastructure that supports these goals.

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

Next slide.

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

Next slide.

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

You know, this is not a broader, or larger, or a regulatory effort, or -- and there are very few requests or items related to statutory change in the document. So these are, you know, for the most part, you know, I would say, early step actions that we can take within our administrative authority to help implement that vision that CAPTI puts out that is built on existing framework and priorities that SB 1 has already set forth for us.

And finally, I want to acknowledge that this plan balances the fact that we know there's a range of solutions in different contexts when you get across the state. And we need to make sure any plan that we put forward can be beneficial to all areas of the state. So we're simply calling on using our dollars in a way that raises up the best available projects and solutions in every region in every part of the state, within the framework that we've set forward, understanding that -- that range, and what that looks like, and what's available on the ground differs in different contexts.

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CalSTA DEPUTY SECRETARY MOOSAVI: So the document itself, as I mentioned, the framework and the vision that it sets, includes ten guiding principles, which I'll go
through here. And then under those ten guiding principles, we've come up with a list of seven specific strategies on how we can work towards implementing our guiding principles. And under the seven strategies, we have broken up 30 specific actions that the Transportation Agency can take. And then we're also making recommendations to the California Transportation Commission on various actions that we recommend they consider as well.

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

Next slide, please.

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

In addition to doing so, we need to make sure we're providing additional options for Californians to get
around. And so building towards an integrated statewide rail and transit network is also a key area of investment, as well as investing in networks of safe and accessible bicycle and pedestrian infrastructure.

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

Next slide.

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

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

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

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

And promoting projects that you're not increasing passenger vehicle travel. Now, this one is rather important I think as we look towards building out our transit network and bicycle network to provide people options to opt out of congestion and to have alternative modes to get around. We also need to acknowledge that the research shows -- research on reduced travel shows that particularly in highly congested and urbanized areas, that we cannot continue trying to build our way out of congestion, and that we're worsening our air quality issues and our equity issues as well by doing so, and that
that needs to be a critical part of our decision making. We need to promote compact infill development. As we've discussed today, land use is an important part of the solution. The transportation strategies we have here and how we spend transportation dollars are just one piece of the VMT reduction that we need to see. And critically important is also ensuring that people have the opportunity to live closer to their jobs, and as was mentioned earlier, have jobs closer to their homes as a -- as a strategy to reduce their dependence on driving and the amount of driving that they're required to do.

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

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

So with that, next slide, please.

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

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

Specifically, the first two are recommendations in the document to the CTC on guidelines on the two
programs, the Solutions for Congested Corridors Program and the Trade Corridor Enhancement Program.

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

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

Moving on to the next strategy items here. We have a couple items here that are really aimed at transit recovery as we come out of the pandemic. One is to implement the integrated travel program, which is a great program that aims to provide more seamless travel between
our transit agencies and for transit users, which I think
is really important to ensuring that transit is a
competitive mode of travel. Ease of access I think will
be critical, both from a payment standpoint and timing
standpoint, and usability standpoint.

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

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

Next slide, please.

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CalSTA DEPUTY SECRETARY MOOSAVI: All right. And
this is my last set of actions here I'll go through with
you all. We also have an action around establishing a
Transportation Equity and Environmental Justice Advisory
Committee amongst the transportation agencies, CTC, CalSTA and Caltrans and working in conjunction to do so. I think this will be critical to provide a space for input into our programs and planning efforts from representatives of -- through representatives of those communities.

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

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

And the last two, which are kind of the connection to the very important land-use related and housing work that's happening at the State. We need to make sure that we use our transportation investments and leverage those to incentivize infill housing production, both through ensuring that our infrastructure is supportive of the right type of housing in the right places and also ensuring that our transportation partners...
that are applying to our programs are where -- you know, they're able to supporting pro-infill policies.

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

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

And this is something that I think the federal government is really interested in exploring. So we want to make sure we position California in a competitive manner for those dollars by finding opportunities to fund the planning on that work. So I just wanted to share that
smattering of -- I know that's a lot of different strat --
actions and that's only a few of what's in the plan, but
to give you all a sense of the various different types of
things we're looking to tackle with this plan.

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

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

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

Coming up, the CTC will be hosting two workshops
in partnership with CalSTA and Caltrans coming up on April
20th and 23rd. The Public Health Work Group, as part of
the Climate Action Team, which is I believe co-sponsored
by CARB and CDPH, on April 22nd will also be hosting an
opportunity to discuss CAPTI.
And then we will also be extending the public feedback deadline. I believe our target date for that is the third week of May and we'll be getting an updated time of date, as well as all those workshop dates out to our stakeholders on our stakeholder list, as well as our website hopefully by the end of this week.

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

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

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

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

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

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

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

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

CTC VIC CHAIR ALVARADO: Darwin --

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

CTC CHAIR NORTON: Okay. Vice Chair Alvarado?

CTC VICE CHAIR ALVARADO: (Shakes head.)
CTC CHAIR NORTON: Okay. Commissioner Inman.
You're muted.
Commissioner Inman --
CTC COMMISSIONER INMAN: Sorry guys. Sorry.
CTC CHAIR NORTON: There you go.
CTC COMMISSIONER INMAN: I was anxious to get
going here. Anyway, Darwin, I hope you were able to join
us this morning. We had a very rich morning. And if you
weren't, I'm sure it's recorded. But a lot of things --
and I think Terea really was meaningful and insightful for
all of us. And I'm thinking about as we do this CAPTI,
she encouraged us in terms of our equity to be culturally
sensitive. And I think we also need to be operationally
sensitive, so thinking of the culture of our businesses
and those operations, and also thinking about the language
we speak. And you know, all of us that, for whatever
perch we sit on, we speak a funny language, so to speak,
whether it's the acronym soup of transportation or energy,
you know name it. So I think for all of us, we need to
really listen and think about the lessons she was sharing
with us in how the work we all do. So I would encourage
you, if you weren't able to join us -- and I know there's
going to be some follow-up work that we're all going to be
doing together. So I think that would really be
meaningful.
And, you know, we heard today from Commissioner Lyu that Mitch, our Executive Director, Mitch Weiss is going to solve all the congestion at the ports. But I think seriously, when you talk about the goods movement sector, remember that we have a system of systems. So we have such co-dependency. And I think the group that's here together is representing -- is representative of the co-dependency that we all feel between the nexus between emissions, air quality, housing, economics, and mobility. So I think for all of us, we just really have to think of that. And, you know, Gustavo was reminding us this morning that we have some unintended consequences.

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

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

But between the RTP and Sustainable Communities
Strategies that each of our communities, how did all of that roll into the work that you all did?

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

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

CTC COMMISSIONER INMAN: So was -- are you describing then a process where the locals have done their
work and then you would seek the alignment of where you
could embellish that or is it -- I just worry about taking
the Matterhorn out at Disneyland, so to Speak, if you'll
forgive the triteness of my roots, my hospitality roots.
But, you know, we were always warned that you have this
critical mass and so I'm a little confused with that in
terms of how is the synergy of the alignment there. And
probably -- maybe it's too soon to know.

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

CTC CHAIR NORTON: Thank you.

Does that finish your comments?
Okay. I'll move to Commission Eager.

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

Thank you.

CTC CHAIR NORTON: Yeah. Darwin, did you want to say a little bit about, you know, the one size not fitting all and regional exploration, because I think CAPTI
mentioned something about that. But how are you handling some of the areas of the state that may not be in the same place that some areas are?

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

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

So, you know, the -- we've tried -- we've tried to put forward a framework that we think can apply everywhere. And then what the specific solutions look
like, obviously will vary greatly. And we have -- also, I
should say, we have some specific actions around working
with stakeholders across the state, where we think there's
room for the state to be more supportive of different
types of solutions. For example, we've called out the
need to have discussions with our rural transit agencies
on how the date -- or the State can better fund and
support rural transportation solutions. We tend to -- at
least at a statewide level, you know, given how the
funding programs are set out.

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

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

Our next speaker is CARB Board Member Dan
Sperling.

CARB BOARD MEMBER SPERLING: Thank you very much.
Again, we're having a very useful fruitful discussion
here. I want to say that this -- one of the areas that really underlying a lot of what CAPTI is about is this idea of reducing VMT. And I understand that's -- even a naive professor knows that that's a politically challenging goal to have. But it's hugely, hugely important, because for one thing, it's really an indicator -- it's a strategy for improving health. It's a strategy for reducing cost both to the state for infrastructure, to users. It's a way of improving community, a more efficient use of land.

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

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

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

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

And the reason that's true is because we at our -- are at a really important point in history. We -- in transportation. We've had many decades, arguably all the way back to the advent of freeways or even back to the Model T, where we've had very little innovation in transportation in systems innovation. I mean, our transportation systems functionally hasn't changed in decades, after decade, after decade. But now we have the
innovations. We have the opportunity to do it much better. We have, you know, what we call, micromobility. So, you know, the dockless bikes, dockless scooters. We have microtransit, where we can use a lot of the demand responsive technologies pioneered by Uber and lift to apply it to transit, to use small vehicles, companies like Via, for instance. We can integrate all this together. We can make sure that transit is better partnered with some of these other services. We have many innovations, many opportunities to improve our transportation system. And the thrust of what Darwin is talking about with CAPTI is exactly that.

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

You know, the cost of owning a car -- if you get a new car, it's costing about $9,000 per year to own and operate it. Even if you have a used car, if you operate
it 15,000 miles, kind of the average, it comes -- you know, it's up in the five or six thousand dollars a year range. I mean, that is -- that is, you know, bad. It's undesirable, you know, from an equity perspective, from and environmental perspective, and from an economic perspective.

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

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

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

CARB BOARD MEMBER SPERLING: (Nods head.)

CTC CHAIR NORTON: Okay. Thank you so much.

Commissioner Grisby.

CTC COMMISSIONER GRISBY: Thank you, Chair Norton and thank you, Darwin, for a great presentation. I wanted
to actually associate myself with Commissioner Sperling's comments about CAPTI and also wanted to pose a question to Darwin. I know a lot has been said about the unaffordability of our urban centers. On page 16 of the public draft for CAPTI, I think there are some great interventions that have been listed there that could actually address some of the out-of-pocket costs associated with housing and transportation in the State. Could you elaborate on some of those?

Thank you.

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

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

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

I think, you know, we need to start thinking of other transportation projects less as just stand-alone transportation projects, but as projects that are really trying to connect people to their destinations, as we talked about earlier, you know, whether that's thinking about what type of development we're essentially setting up for by the transportation project that we've put in is really important. We've already, for example, through the Transit and Intercity Rail Capital Program through efforts that happened last year, in coordination with HCD, made some updates to have that program really incentivized
transit projects that are thinking about what levels of
density they would be able to support with the land uses
around them.

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

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

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

Director Velasquez.

HCD DIRECTOR VELASQUEZ: Thank you. Thank you,
Madam Chair. I just want to just echo our support here at
HCD for continuing to work with Darwin and everyone that
is working this -- has been working on this plan, will
continue to work on this plan to really make CAPTI a
success. I have to say I don't know if you've noticed in
the President's infrastructure plan, you know, again
making the case of housing as infrastructure. There
are -- there are some references, which -- that are really
exciting to me around zoning as a way -- kind of easing zoning and land use at the local level as a way to reactivate the economy through housing production and how the federal government can support that process. It's very exciting to see that California can actually be a model that can be replicated.

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

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

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

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

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

CTC COMMISSIONER GUARDINO: I believe I am.
CTC CHAIR NORTON: You are now.
CTC COMMISSIONER GUARDINO: Great. Thank you,
Chair Norton. And Darwin, I want to thank you again for
months and months of thoughtful work on this to bring
people together and come together with a credible plan to
move us forward.

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

So it's not just a personal passion of a bike
commuter, who is looking forward to the day when he can
commute by bike again, rather than just being in my house
24/7. But also from the perspective of all the goals we're trying to achieve from traffic to -- relief, to air quality improvement, to healthier lifestyles. All those goals are key to growing the funds for active transportation.

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

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

So again, if we're emphasizing more funds, you absolutely have my full support to lean in and work on that. But if we're talking about trying to fight over the crumbs, rather than to grow the pie and grow the funds, that would be more challenging.
CTC CHAIR NORTON: Thank you. Darwin, do you want to say a few words on that or -- about growing a pie versus working within --

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

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

And I'm hoping as we look forward over the coming
months here that there will be opportunities, particularly in partnership with the federal government, to make that a reality.

CTC COMMISSIONER GUARDINO: Thank you, Darwin.

CTC CHAIR NORTON: Thank you, Darwin.

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

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

And so I appreciated the calendar you've laid out in terms of a plan for final adoption. And I really hope we can -- we can stick to that plan as we, you know, continue to workshop these issues and gain feedback. But
I think getting this done by the middle of this year could really reap a huge amount of benefit for the state and for our shared goals. So I think that's really important.

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

Thank you.

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

CARB BOARD MEMBER PACHECO-WERNER: Thank you.

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

And so I think it's important to think about that within those nuances. And I would also say that in thinking about the BIPOC communities and historically disadvantaged, there's an important fine balance between the policies that are supporting or promoting projects
that do not significantly increase passenger vehicle
travel and promoting compact infill development, while
protecting residents and businesses from displacement.

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

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

Thank you.

CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,
Board Member. That's a great question. And, you know, I
appreciate your thoughtful comments on it. We have been
grappling with and thinking about this issue a lot. You
know, I think one thing I'll say in terms of projects
that can increase passenger vehicle travel, you know, I
think what's important to think about and note there is
that, you know, we know that commute times, and the
representation, and to link to commute costs are a huge burden, particularly on BIPOC communities. You know, as you mentioned, particularly in areas where folks do have to drive long distances to get to -- get to their jobs, which is why those housing strategies that we talked about are incredibly critical.

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

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

CTC CHAIR NORTON: Wonderful. Thank you so much.
Board Member Hurt.

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

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

And then, lastly I just wanted to talk a little bit about the equity piece and I have a question as well.
But I think we should reflect more on how inequity is in these communities already and how some of these major highways slash right through the communities. And so how do we truly become equitable without widening the gap and focusing on solutions that really help them and not harm folks in these spaces? And I think part of that is being honest about if we're going to support different projects. Are we supporting projects that are then supporting those major highways through these roads? Like I think we need a wholesale thinking in some of these communities, so -- that they really have a chance to thrive and not be left behind.

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

Those are my comments. Thanks.

CalSTA DEPUTY SECRETARY MOOSAVI: Thank you, Board member, for those -- that particular question and
opportunity to talk about the equity index, which we're really excited about. You know, I think first of all, I'll say that that item has not yet launched and is, you know, in its infancy in terms of a conceptual phase. The hope is to have kind of a robust public process around its development when we get there, you know, after this plan is finalized and we embark on that action.

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

And so, you know, I don't think we're necessarily aiming to, at this point, have, you know, some sort of tool that would be required amongst all of -- across all of our programs, like a CalEnviroScreen. You know, I think we're just talking about, at this point, coming up with and having the right data sets and data pieces that
exist in those existing equity tools to reflect on when, you know, Caltrans in particular makes project decisions. You know, for example, you know, data points like existing car ownership and maybe a screen of income and other socioeconomic data points layered on top of each other, as well as the current modal split on the specific route paint a big picture as to what's going on from a social and racial equity perspective in a particular community and transportation standpoint.

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

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

CARB BOARD MEMBER FLETCHER: Thank you. Thank you, Chair Norton. And it's good to join you all today. You know, I wanted to echo some of the comments we've heard from Dr. Sperling and others around what I see as the crucial importance of the CAPTI process and why it is -- it is so desperately needed. This notion of actually embracing the belief that we're going to fund
things that reduce VMT. And I just want to share my perspective.

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

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

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

And I get change is hard. I mean, everything was
put in place. And at the time it was put in place, it probably made sense and you build up institutions around it, and you build up ways of thinking around it, and it makes it so difficult. But to just give you a case study into the reality of how difficult this become on the ground.

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

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

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

Now, let's come into now we have to fill out our
report to submit for where we're going to place that. Now, if I were to take all of our VMT efficient areas, right, our 743 VMT efficient areas, it is impossible for me to meet my RHNA goal in VMT efficient areas without running up against AB 686 problems. It just -- it does not work. You can't physically do it.

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

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

And people say why would we fund something that only two percent of the people use? I'm like so maybe more than two percent of the people would use it. But again, that's a challenge, because our legacy system says to increase funding for transit via the mechanism at our
disposal requires a two-thirds vote of the public. Now, the second thing is I could try and build a transit system -- expanded transit system on the backs of fare box, but we know that puts you in a death spiral. I mean, that's the worst thing you could possibly do. And so we've got to figure out how we can fund these systems in a better way.

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

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

And I think a part of this, and this is heresy for local government officials, but look, I think we've got to look at the land use decision-making authority process, because if we're going to live in a world where the notion of a single duplex is such a scary concept for a city council or a board of supervisors to oppose, then perhaps they shouldn't have that -- be making the ones making that decision, because, you know, the challenge is then when we do find those projects in the right places,
you can't overcome, you know, the 17 folks that it's going
to destroy the world as they know it, particularly when
it's affordable.

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

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

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

(Laughter.)
CalSTA DEPUTY SECRETARY MOOSAVI: But that's not
to say that, you know, we're thinking through these exact
same challenges. And like -- you're right, this is --
this plan, and this process has had, you know, opinions
kind of across the Board, in terms of what this could do
for California. A lot of excitement as well as a lot of
uncertainty and questions, because this is -- you know,
we're talking about a -- at a high level and this is again
just a policy framework document setting a policy
framework that is shift in terms of how we think about
those priorities.

But to your point about doing it right, you know,
I think the implementation, and, you know, what we can
then do with this policy framework will ultimately
determine the success. Even though it's valuable to have
that framework out there, I think that in and of itself is
a -- is a -- is kind of a huge change and can be really
helpful.

You know, we -- in terms of the actions that we
have, I think we have specifically -- you know, to be
frank about it, a lot of these actions are working around
the edges of various programs and finding opportunities
within the frameworks that we have to make these types of
shifts.

But as others have said before and I think I've
said it -- I don't know if I've said it today, but in other presentations, to really get this done and to see this big shift happen, it will take a lot more than funding and a lot more than what our current State programs provide us in terms of an opportunity.

You know, I think the American Jobs Plan that the Biden administration has put out there is -- you know, frankly, looks a little bit like CAPTI, in terms of the federal priorities and at least in the transportation and housing fees, and so -- where we should be focusing.

So I think that's really promising in terms of -- and allows us in California, if we adopt this framework and use it with our own work, to start prioritizing projects that place us competitively for seeking federal funds and also provided a pathway for flexible federal funds that come directly to us in terms of what they should be focused on as well.

So I think timing-wise, the opportunity aligns well. And in terms of, you know, how to kind of quantify and look at those shifts and evaluate our success, I think, you know, at this point, you know, this document doesn't do a whole lot, in terms of metrics. This is kind of the first step in terms of setting that framework. But, you know, we're certainly interested in kind of building upon that. And, you know, once we kind of have
this out there and can use it to guide our
decision-making, I think, you know, hopefully, we can --
we can dig deeper into really kind of quantifying those
shifts and thinking about what all we need to do to be a
lot more transformative.

CARB BOARD MEMBER FLETCHER: Yeah, thank you.
And my final thought, I just want to encourage you in this
and encourage you in this process, that, you know, change
is very hard. And it's easy to change a goal, right? I
mean, you know, it's to say, well, now we're going to do
this. But if the underlying things that created the
environment we're trying to change, if those don't change,
then we're going to get really frustrated, because we're
not going to see progress. And I just think the -- if we
don't start funding things that specifically reduce VMT,
then we're never going to reduce VMT.

And I know that seems like kind of obvious,
but -- and I -- and I'm not suggesting the implementation
of that idea is easy. But I -- you know, I think once we
aligned it, like this is what we have to do and it's going
to be good, it's going to be good for the environment,
it's going to be good for housing costs, it's going to be
good for quality of life, it's going to be good for
livable, walkable, all the types of things we care about,
and it's going to be done in an equitable way - I think
Dr. Sperling's comments around that piece - especially associated with transit, is vitally important. And so I just want to really encourage you as you go through this process.

CTC CHAIR NORTON: Thank you so much.

We are going to go now to Director De La Torre. Then we're going to go to Director Balmes and -- I mean, Board Member De La Torre and Board Members Balmes, and then we are going to go to a significant amount of public comment, and then we'll go back if there are other comments from commissioners and Board members.

CARB BOARD MEMBER DE LA TORRE: Thank you, Chair Norton. And Supervisor Fletcher, if you don't get an "Okay, Boomer", you're not trying.

(Laughter.)

CARB BOARD MEMBER DE LA TORRE: So I'm not a -- I'm not either, but somehow I got -- I've had that thrown in my face.

CARB BOARD MEMBER FLETCHER: It's like our kids' go-to line, right?

(Laughter.)

CARB BOARD MEMBER DE LA TORRE: Yeah. The kids today.

(Laughter.)

CARB BOARD MEMBER DE LA TORRE: I've got a couple
of issues that I wanted to ask about. The first is on the roadway pricing working group. I know it is politically difficult, but you're calling it out. You're saying this working group is going to come together. I think we have to. It's come up indirectly in the conversation today, maybe kind of directly. So when do you anticipate having concrete recommendations for authorizing and implementing pricing strategies? So that's part one.

Part two is can we, this group, this joint meeting, look over the work products and recommendations from the working group whenever they're, you know, ripe? Not necessarily at the very end, but at some point, so that we could have a robust discussion about these ideas and throw them around, and react to them. Everyone knows that from day one of these joint meetings, I've been asking for more of an action agenda. And so I think that is a good one for the two groups to weigh in on and throw their ideas around and react in some way. So that's the first part.

The second related back to the joint meetings. Can we -- for CAPTI, when the work is done, at some point this year, is it possible for us to get -- have a conversation with CalSTA, with CTC, with CARB and the Housing Department to -- for staff to work together and put together the list of the actions that, you know, we
can -- we can review and talk about from CAPTI? So, you
know, just -- is that possible? Can we plug this
multi-agency effort into that process in such a way that
again we can have deliberation, we can have input.

And then whether we take action here as -- at the
joint meeting or we go back to our respective agencies and
take action there, I think it's important that we do that.

So those are my two multi-part questions.

CalSTA DEPUTY SECRETARY MOOSAVI: Great. Great.

Thank you, Board Member. In response to your first
question around the pricing piece and timeline around
that, all of the actions listed in the document, there's a
matrix that has short, medium and long term with a range
of years of what we expect each one to take. I believe,
off the top of my head, and sort of don't quote me on
this, I wasn't able to pull it up fast enough, but I
believe the pricing piece is on a one to two year time
frame.

But there's a lot of urgency around this, so I
think, you know, that's kind of a ballpark. And, you
know, the hope is to get together with -- and bring a
coalition of folks together. We're working on these
issues and start finding pathways for implementation on --
as soon as we can. And learning a lot of what that looks
like and how long it will take will depend on the kind of
commitments that the group can make in terms of -- I mean, I expect this to potentially happen in even phases. I don't necessarily expect the work group to go away for two years and come back with this big recommendation report. I really see this as maybe a working partnership or relationship with our local, and regional, and others to get together and set some milestones for themselves of what they can accomplish on a rolling basis.

So I think one or two years is kind of the overall effort that we see, but I would expect outputs out of that much sooner than that. And so -- and so I'm happy to, as you suggested, bring back recommendations to this body in the future as things come out of that effort.

In terms of, you know, involving the joint body in the specific actions moving forward, you know, I think CalSTA is certainly happy to work with you all to involve you all in whatever capacity you'd like to be involved in that process. I think we have -- we currently have an interagency working group going that includes all three of the agencies represented here, which we're going to be using as our implementation working group as well to, you know, essentially have assigned leads responsible for the different actions of the different agencies, do regular check-ins and reporting out, to then lead to what we've committed to you all as an annual report to you on
implementation of those pieces. But certainly happy to accommodate any additional input or involvement that you all as a collective body would like us to engage you on.

CTC CHAIR NORTON: Thank you, Darwin.

I'm going to call on Board Member Balmes next.

CARB BOARD MEMBER BALMES: Thank you, Chair Norton. So I'll try to be brief, because we want to hear from the public. And I want to go back to the VMT reduction discussion that Dr. Sperling started with -- started us on. And he mentioned the economic and environmental benefits of reducing VMTs and kind of didn't really emphasize the health benefits.

And again, when Supervisor Fletcher gave his eloquent on-the-ground experience about trying to reduce VMTs, he again talked about -- even -- he got to quality of life, but he didn't talk about health. And I just want to say as the public health member of the Air Resources Board, there's a lot of health benefit to active transportation.

Commissioner Guardino alluded to getting back on his bike again after the pandemic. But active transportation in addition to reducing VMTs, active commuting has a tremendous health benefit that's quantifiable. There's a whole literature. And CARB is actually working to quantify the health benefits of
increased active transportation as part of our health benefits of the new scoping plan that we're coming up with for AB 32 implementation.

So I would really encourage transportation planning. And I think that you're starting to do this to have a health lens, in addition to the other lenses that you use for transportation planning to have a health lens. And, you know, I, for one -- I'm happy to help in that regard. But I think it's -- just like we have to have an equity lens on everything we do, we really have to have a health benefit lens on everything we do.

Thank you.

CTC CHAIR NORTON: Thank you so much.

Justin, I'd like to open it up to public comment, and then I know we have other Commissioner Members who want to speak, so -- and Board Members. So could you open up the public comment. And then could we start the three-minute clock with public commenters.

JUSTIN HALL: Thank you, Chair Norton. Up first, we have Ray Traynor.

RAY TRAYNOR: Thank you, Chair Norton and Chair Randolph. It's really a pleasure to spend some time with you this afternoon. My name is Ray Traynor. I'm the Chief Planning and Innovation Officer with SANDAG. And the draft CAPTI that was presented by Deputy Secretary
Moosavi directly aligns with everything we're doing in the San Diego region and the work that we're doing to develop the five big moves and our 2021 regional plan.

We think that building a multi-modal system that's going to help us better move people, goods is going to really help us achieve equity, mobility, and environmental and economic goals that we've established in our region. I'm just really excited about the conversation today. We think it's so fitting that you three agencies are actually meeting together to consider the draft CAPTI.

And then even this conversation this morning where there was this discussion about the need for cross-agency cooperation to really advance electric vehicles, I think it just illustrates how important the State and regional partnerships are. And we think that the CAPTI built on that kind of model of collaboration that you were talking about this morning. And so we think really to be successful, it's absolutely critical that we not only speak with one voice, but that we actually move in the same direction.

And we think the CAPTI is going to be a challenge for all of us. We know that. But every day regions like ours, we have to make really tough decisions. We've got to figure how we can balance what was promised in the
past, and at the same time, we recognize that we know --
you know, we've got a better future ahead of us. And we
just can't afford to put off any longer what we should
have been doing years ago.

So we believe we've got the data. We've got to
use it. We've got to figure out, you know, how we can
make this system better. And I think if we can learn
anything from the pandemic, which has been completely
catastrophic for many of our members of our community,
it's just revealed that there's cracks in the current
transportation system.

And so this just gives us an opportunity to
really rethink our approach, rethink our planning. And
the time is now to really put this into play. So I just
want to encourage this joint body and all of the
colleagues at the other MPOs throughout the state to
support the implementation of the CAPTI. We think it's
the right thing for California and we really appreciate
the opportunity to be able to participate this afternoon
and thank you for your time.

CTC CHAIR NORTON: Thank you very much for your
testimony.

Next public comment.

JUSTIN HALL: Up next, we have Kiana Valentine.

KIANA VALENTINE: Good afternoon, Madam Chairs
and members of the Commission and the Board. My name is Kiana Valentine. I'm the Executive Director of Transportation California, which is an non-profit, non-partisan coalition or labor and management organizations. And we represent the transportation industry and workforce that builds, repairs, and maintains our statewide multi-modal transportation system.

Really appreciate the opportunity to provide some comments today and have been listening very intently to all the communication on the draft CAPTI, and I think a lot of excellent conversation has ensued.

Transportation California supports the state's climate, health, and equity goals. And we believe there are many positive aspects to the draft CAPTI, including investing in rail, transit, bicycle and pedestrian infrastructure, strengthening social and racial equity in the transportation planning process, and assessing physical climate risk, just to name a few.

At the same time, we are apprehensive about the proposed strategies for achieving CAPTI's climate, health, and equity goals and are genuinely concerned about the next stages of CAPTI, absent meaningful stakeholder engagement and significant additional information and data.

I should say we are appreciative of the future
CTC and other workshops that are going to evaluate CAPTI. But the timeline for final completion of the final document hasn't changed. And so it's really unclear to us about the ability to influence the document in the remaining couple of months.

While our formal comments will elaborate in much more great -- much more detail, our concerns with the draft CAPTI we wanted to highlight a few key issues for you today.

The first is that support for SB 1's fix-it first approach in the draft document is not enough. The State must identify and deliver new revenues to solve transportation-related, climate change, health and equity issues. It has already been discussed S2.4, for instance, suggest first pursuing new federal revenue. Then I appreciate Mr. Moosavi's recognition that that is the first approach in the draft CAPTI to this issue. But it also offers the concept of taking small contributions from across several programs, which we are opposed to.

You know, I can't help but remind folks that ATP is not the only oversubscribed program. When SB 1 was passed, we only closed half of our maintenance rehabilitation and safety needs on the State and local system. We only closed the gap by 50 percent.

Without having seen the most recent numbers, I
would argue there is still tens of billions of dollars in backlog on the existing transportation system, which is so critical to our quality of life and economy in the state of California.

I see I have ten seconds left, so I'm going to have to conclude my remarks and save my other comments for our letter, but look forward to continued conversation on this. Thank you so much for your time.

CTC CHAIR NORTON: Thank you very much, Kiana.

Appreciate it.

Next public comment.

JUSTIN HALL: Up next, we have Kurt Brotcke.

KURT BROTCKE: Thank you. Thank you for the opportunity to speak to you today.

I'm Kurt Brotcke, OCTA's Director of Strategic Planning. So I'm speaking to you today as a planning and implementation agency. So our agency plans funds. We deliver many transportation solutions for over three million residents of Orange County, over a million employees, and over 45 million annual visitors. And our efforts in that regard are shaped by SCAG's regional transportation plan that targets reducing GHG emissions between now and 2045.

So we have a full plate that is required to really get us there. And so today, we are the primary bus
transit provider throughout Orange County. We own the LOSSAN corridor in Orange County. We provide operating assistance to Metrolink. We're the managing agency for the Pacific Surfliner Corridor, which covers much of California. And even right now, we're building a street car project in central county that will improve access to that disadvantaged community.

In addition, we own and operate the 91 Express lanes that connects to the Inland Empire. And we're building one of the largest express lane projects in the U.S. right now on the 405 corridor. We're also a funding agency to many agencies, including Caltrans, and cities. And much of that funding goes into new bikeway signal upgrades and water quality improvements. We definitely want to do more and we've made commitments in the RTP to do that and so we do need additional investment.

So we have three comments as it relates to the CAPTI. The first is that we're concerned that portions of the plan may reduce our flexibility to compete for SB 1 funding for committed RTP projects that reduce vehicular delays, improve air quality and move us forward with meeting those GHG goals. There are some projects that may include eliminating system choke points and bottlenecks that really allow vehicles, including trucks and buses to move more efficiently through our roadway system.
At the same time, we're encouraged by many of the elements in CAPTI related to the support it lends to transit capital, particularly zero-emission bus, bike, and pedestrian improvements, and passenger rail. So we thank you your efforts in that regard.

We would also note, CAPTI does not include anything related to long-term transit operating costs. And that is a challenge for an agency such as ours.

And then finally, we're supportive of many of the comments that have been made related to including additional stakeholders from the business community construction trades, and especially that portion of the workforce that travels long distances to access well-paying jobs.

So thank you for the opportunity to speak with you today.

CTC CHAIR NORTON: Thank you so much. And way to get to that time limit.

Our next speaker.

JUSTIN HALL: Up next, we have Will Barrett.

CTC CHAIR NORTON: Mr. Barrett.

WILL BARRETT: Hi. Thank you. This is Will Barrett again with the American Lung Association.

And I wanted to start off by just saying how much we appreciate the ongoing dialogue between State agencies
here today and also for the significant -- very significant outreach that CalSTA has made to stakeholders to inform the CAPTI process. We've been looking forward to the final product coming forward and believe that we need to move quickly as possible as possible to implement caught Executive Order N-19-19 that was issued over 19 -- basically 18 months ago now.

The Lung Association, we're placing a heavy focus on the CAPTI through the lens of improving health and air quality for all Californians. Ultimately, this is a very important process. There's strong language related to improving and protecting public health, and especially in our most disadvantaged communities as a frame for transportation investments. This is a long overdue shift. We greatly appreciate again that these issues are Central to the CAPTI development.

To Dr. Sperling's point earlier, we are at a cross-roads. And the CAPTI really provides a critical opportunity to align investment with healthier transportation systems, cleaner air for all, and a more sustainable California or we can, you know, ignore the plan and lose that opportunity that has been presented.

So ultimately, we're fully supportive of moving the CAPTI process forward with an eye towards implementation. Some of the key items for implementation
that I just wanted to note quickly really are we want to see the State agencies implementing this framework to shift investments to VMT reducing policies and projects. We want to see healthier more active transportation modes invested in and supported. And again, the focus on zero-emission technologies and infrastructure that are included in the plan, both for light-duty and the freight sector.

The CAPTI process should also help inform CARB's mobile source strategy in the upcoming scoping plan that are geared towards attaining our clean air and climate standards to protect public health. So I want to see that build into, you know, the CARB, you know, processes as well.

We think the CTC should begin now to work on updating project guidelines to ensure the public health equity and other state interests are reflected in the project selection process that they go through. We know that what's in the CAPTI is still in development, but I think it's important for those guidelines to be updated as quickly as possible.

Also think that current pipeline projects, future projects under all agencies' jurisdiction should be reviewed for consistency with the CAPTI, a vision for healthier communities and equitable communities, and
really bring more programs into this frame that CAPTI has laid out.

And my last note, as I mentioned this morning, as Dr. Balmes just referenced, we really feel like the — all State agency decisions should be run through a robust public health benefit analysis. And I think that the public health working group is a critical opportunity in a few weeks to discuss this project through that lens. And I think that they should be included in — as a key player in implementation of the CAPTI.

Thank you again for your time.

CTC CHAIR NORTON: Thank you so much.

Next public comment.

JUSTIN HALL: Up next, we have Jennifer Ward.

CARB CHAIR RANDOLPH: Thank you.

Jennifer.

JENNIFER WARD: Thank you. Good afternoon, Honorable Chair and members of all of the boards and commissions today. Again, my name is Jennifer Ward. And I'm the Senior Vice President of Advocacy for the Orange County Business Council. And just first of all, I wanted to thank CTC and CalSTA for responding to our previous comments by OCBC along with 29 other business and industry representatives from across the state requesting additional and more dedicated engagement, as you've
conducted with other key stakeholders.

So we appreciate you adding two additional workshops on the CAPTI in April and will look forward to participating and providing more substantive feedback through that process.

And just definitely hope to work with your offices to ensure that the issues raised by us as key drivers of California's economy can actually be incorporated and reflected in this plan, you know, in particular, better analyzing and identifying the economic, workforce, and industry impacts of the strategies outlined in the plan; and how these will be funded, as others have mentioned already, especially in light of the way the pandemic has changed economic activity; as well as more clarity on how these strategies interface with the State's need to just really make a dent in our significant backlog in housing supply.

So again, you know, look forward to a more robust discussion and collaboration with the business community on this plan and we'll be following up with additional comments.

Thank you.

CTC CHAIR NORTON: Thank you very much, Jennifer. The next public comment.

JUSTIN HALL: Up next, we have an Anna
ANNA MONEYMAKER: Good afternoon, Directors, Commissioners, and Mr. Velasquez. I'm Anna Moneymaker with LA Metro. We appreciate you taking the time to review the draft CAPTI and consider our comments on it. Our Board supports the Governor's efforts to reduce greenhouse gas emissions, as we're currently engaged in the most aggressive expansion of a transit system in the country, and are committed to implementing Measure R and M funds with the State as a partner.

First and foremost, we are very pleased to see several welcomed updates to the preliminary draft plan materials that were released in March. We appreciate the inclusion of vitally important funding for zero-emission public transit vehicles as part of a statewide fleet transition. This funding, together with eligible funding for charging infrastructure, will help advance LA Metro's initiative to convert our fleet of over 2,400 buses to zero emissions by 2030.

Every electric vehicle we put on our streets today mean a ceasing of emissions. And we remain fully committed to cleaner transportation options and a better quality of life for all Angelenos.

We also want to compliment efforts and success in identifying some of the ways that equity must be directly
addressed within the actual strategies of the plan. Metro supports policies and programs that reflect principles of diversity, equity, and inclusion. Through these and other efforts, transportation systems have the potential to achieve their intended purpose, to provide safe and equitable access to opportunity and truly enhance quality of life.

Goods movement remains an area, where LA Metro would like to see additional updates to create a more comprehensive and effective plan to reduce climate impacts in the near term. This is something we're working on with local stakeholders as they manage the movement of 40 percent of our nation's container traffic moving through our region.

A main focus of such planning is the major steps needed to improve the air quality, public Health, as mentioned by Dr. Lyou this morning, and equity as soon as possible for disadvantaged communities in our area to enable funding to replace diesel trucks with near zero low-NOx trucks immediately.

COVID-19 research showed that exposure to diesel truck emissions, such as particulate matter, created higher rates of morbidity for people afflicted with COVID. And this is just one example of the current injustice and the need to address it.
On the highway side, LA Metro is following the potential introduction of a vehicle miles traveled bank with interest. Now regarding managed lanes, we appreciate the recognition of the importance of roadway improvements that increase bus speed and produce revenue to support VMT reducing modes of transportation.

We recommend that these facilities be recognized as supporting person throughput and encouraging commuters to opt out of congestion. We plan to submit our full comments on CAPTI following additional engagement with our stakeholders and board. And once the plan is adopted, we will look forward to working with the CTC to implement the plan as we know you will bring your expertise and collaborative style to the process.

Thank you so much for the opportunity to comment.

CTC CHAIR NORTON: Thank you very much.

Next public comment.

JUSTIN HALL: Up next, we have Kami Peer.

KAMI PEER: Hello. My name is Kami Peer speaking on behalf of Next Gen California. Thank you all for today’s presentation and the opportunity to comment on the Climate Action Plan for Transportation Infrastructure. This plan is an integral step towards the State’s ambitious climate goals and we’re so excited to see it evolve into an actionable measurable strategy.
Our ability to mitigate and adapt to the damaging effects of climate change worsens every year, that we do not act. Therefore, NextGen asks that this important plan is not delayed any longer. SB 375 has not brought us where we need to be for effective climate solutions. We need to adopt strategies like those articulated in CAPTI immediately to deliver on these goals.

For these reasons, NextGen California calls on the agencies to consider including progress reports and metrics to track spending and the expected greenhouse gas reductions related to these investments.

So it's critical that transportation NextGen California consider including progress reports metrics to track spending and the expected greenhouse gas reduction related to these investments. So it's critical that transportation spending projects report on the associated VMT reductions, which programs are being funded, and which actors are accountable for implementation.

NextGen California is strongly supportive of including investments in light-, medium-, and heavy-duty zero-emission vehicle infrastructure to support the transition to ZEVs everywhere. And we must also think realistically about how our past and present decisions about other forms of infrastructure, including how we
choose to allocate space for cars, or other forms of transportation, how that affects equity and our ability to meet our climate targets.

So CAPTI is an important beginning to this overdue discussion, and we urge the Commission to adopt its recommendations.

Thank you so much for your time.

CTC CHAIR NORTON: Thank you very much.

Next public comment.

JUSTIN HALL: Up next, I have Mark Watts.

MARK WATTS: Good morning -- or good afternoon -- I'm sorry - Chair and other State participants. On behalf of the Riverside County Transportation Commission, I really appreciate the opportunity to provide some commentary on the Climate Action Plan.

I have listened through this entire presentation throughout the day. And Riverside County Transportation Commission, like OCTC, before us is a planning, funding, and project delivery entity.

While we do not disagree with the goals outlined in CAPTI, we do have concerns that each region does have their own unique transportation needs. I do appreciate Mr. Moosavi's comments on the one-size-fits-all approach. But in Riverside County, we have had experience play out detrimentally to us in the form of the GGRF based AHSC
program where it's designed to not allow us to compete, let alone compete on an equal level.

So we are deeply concerned. We look forward to continuing to work with you and we do ask that the agency and State organizations work with us to understand how best to help this plan succeed within our region. And I thank you again.

CTC CHAIR NORTON: Thank you.

Next speaker.

JUSTIN HALL: Next, we have Nailah Pope-Harden.

CTC CHAIR NORTON: Hi, Nailah. Thank you for presenting public comments today.

NAILAH POPE-HARDEN: There we go. Thank you for having me. Nailah Pope-Harden with ClimatePlan. I am so happy to hear the robust conversation that's happening around CAPTI. It is -- it's exciting to see the three agencies trying to come together and grapple with some of the biggest issues that are facing our state and honestly the world.

ClimatePlan and many of our partners have been involved in a conversation around CAPTI. And many of the groups in our network are very excited about CAPTI being a path forward, but want to reiterate that this is really the bare minimum and just the beginning. We would actually love to see CAPTI being pushed further to linking
these strategies GHG reduction, VMT targets, and accountability agencies, and including progress reports and tracking and spending, just to name a few things.

But all of those things should not stop us from moving this plan forward today. As has been said before, this is a living document and we can walk and talk. We need to move this plan forward. We need to start implementing the strategies as we can. And as we need to -- if we need to make adjustments, we can do that along the way.

So we're extremely excited to see this conversation moving forward, hear agency's perspectives, especially the linkage to -- or the inclusion of equity in health in climate infrastructure conversations. And just want to throw our support around -- behind this plan.

Thank you.

CTC CHAIR NORTON: Thank you. Fantastic.

Next public comment.

JUSTIN HALL: Up next, we have Matthew Baker.

MATTHEW BAKER: Good afternoon. This is Matthew Baker, Policy Director for Planning and Conservation League. PCL strongly endorses the draft plan that CalSTA has put forth. We feel it represents the vision and framework that we need to meet the challenges ahead in achieving our climate and equity goals in the state.
We do, like a lot of the advocacy community, you know, feel that we need to go further and would like to see further actions identified, and specificity, and particularly accountability measures for monitoring our progress going forward.

But in recognizing the limitation of CalSTA's authority to direct other agencies for what they're supposed to do, we really feel that responsibility lies on the relevant agencies to take that next step in furtherance of this plan. I'm very encouraged by the collaborative spirit of the conversation here today. And I hope that continues. We don't want to see, after today, this plan to go on a shelf.

And we feel that this, you know, particularly brand new, the three agencies represented here are critical to implementation of the plan. And we call on each of your agencies to make that commitment here in this venue to further collaborate, to go back to your respective agencies, and take that one step further, and commit to -- you know, adopting a plan for your respective agency for the things within your control in furtherance of the plan's goals. And to bring it back to this body for further identified collaboration.

We urge you to make that commitment today without delay. And there's a lot of work Ahead and PCL looks
forward to working with your agencies moving forward.

    Thank you very much.

CTC CHAIR NORTON: Thank you. We have four more people slated for public comment. So Justin, could you read the next member.

JUSTIN HALL: Up next, we have Martin Espinoza. Martin, you're self-muted. You're free to unmute yourself and make your comment.

Okay. Until we get that resolved, we'll move on to Julia Randolph.

CTC CHAIR NORTON: Julia.

JULIA RANDOLPH: Hello, Chair Norton and Chair Randolph. And good afternoon to our Board members and commissioners. I wanted to echo some of the comments made by Nailah with ClimatePlan and Will with the American Lung Association about this plan being the bare minimum. And, you know, we're in a climate crisis, so we need this now. And we should be moving this plan forward with an eye toward implementation.

CAPTI can really create new avenues to reduce public health, and economic harms, and it can maximize community benefits for disproportionately impacted disadvantaged communities, low income communities, and communities of color in both urban and rural region.

I also wanted to stress the importance of
specific measures within the plan including developing a zero-emission freight transportation system through one of CAPTI's key actions of mainstreaming zero-emission vehicle infrastructure within the Trade Corridor Enhancement Program.

Also, as discussed today, the importance of shifting funds towards projects in a way that enhances VMT reduction and doesn't promote single occupancy vehicles like it has in the past, and instead, alternative modes, such as biking, walking, and transit, because electrification alone will not get us to our climate targets.

The CAPTI plan should also inform the upcoming Mobile Source Strategy at the Air Resources Board. And the CTC should start updating its guidelines now to evaluate these projects based on GHG emissions, VMT targets, as well as air pollution and health and prioritize projects based on this.

I also want to echo what Matt Baker from PCL said about making -- or taking -- about us taking action today on all three respective agencies and collaborate moving forward.

Thank you.

CTC CHAIR NORTON: Thank you very much. Next speaker.
JUSTIN HALL: All right. Martin Espinoza.

MARTIN ESPINOZA: Good afternoon, Chair, members of the Commission. My name is Martin Espinoza and I'm a representative for the Northern California Carpenters Regional Council. We oppose this plan for the following reasons.

Bridge widenings and road expansions are a large portion of our membership working hours. The idea of limiting those types of infrastructure project has a devastating impact on our membership's ability to secure work and limit the working opportunities for our signatory contractors throughout Northern California.

Impacts to living wage jobs. The plan does not indicate any strategies or actions for a possible impact. Our membership relies on driving to each and every day on these roads and highways all throughout Northern California. Unfortunately, they do not have the luxury of working remote or from home. Our concern is that the proposed reduction in vehicle miles traveled by this plan will -- this will propose reduced living wage jobs for my memberships -- will this -- will this propose a reduction in live wage jobs for my membership?

These are the questions that need to be addressed before moving forward. That being said, we cannot support the CAPTI effort at this time.
Thank you.

CTC CHAIR NORTON: Okay. Thank you.

Next public testimony.

JUSTIN HALL: Up next, we have Chris Wilson.

CHRIS WILSON: Hi. Good afternoon, Chair and members -- Chairs and members. This is Chris Wilson with Los Angeles County Business Federation. Thank you to the moderator for helping me out with WebEx. This is my first time using this. I've always been used to Zoom, so it's -- I appreciate the patience. But LA BizFed is a alliance and grassroots business organization of over 210 business organizations mobilizing a little less than about a half a million employers that employ about four million people in Los Angeles County.

I just wanted to come on and just thank -- and give a quick shout-out to Darwin Moosavi for working with our business community and having a workshop. We're looking forward to it on April 27. And we're looking to the Board to the continuous conversation with CAPTI and the rest of the commission and CalSTA.

So also wanted to echo our support for the CTC request of $2 billion in ATP funds. And just wanted again just thank you for all your work on this draft and we look forward to our business community commenting and making sure that our comments are robust, resilient, and to the
point in reference to this plan. So thank you very much
and have a great rest of the day.

CTC CHAIR NORTON: Thank you, Chris. And you
meant $2 billion in ATP in surplus funds, yes?

CHRIS WILSON: Thanks for the clarification,
Madam Chair.

CTC CHAIR NORTON: Okay. Thank you.

Next comment.

JUSTIN HALL: Up next, we have Byrn Lindblad.

CTC CHAIR NORTON: Hey, Byrn.

BYRN LINDBLAD: Hi. Good afternoon, Chair Norton
and Chair Randolph. And hi, Darwin. Good to see you.

I just want to, you know, refer -- a lot of us
out here are pretty hungry for a change to the status quo.
There’s been a real -- a real imbalance over the decades,
right, of favoring cars. And our transit and active
transportation networks have suffered as a result.

And so, you know, really like the vision that’s
there in CAPTI, but, you know, like I said, we’re hungry
for a bit more of an action plan, and so would like to see
a few more accountability mechanisms built into it, start
to define some of the next steps, and a timeline for when
we can hope to see some of those moves made.

And then also would love to see some more
quantifiable targets in there that we can measure, and
track, and try to hold ourselves as a state accountable to.

Lastly, some of my coalition mates from ClimatePlan and Coalition for Clean Air mentioned, we'd like to see some -- like a defined timeline for when we might get a report back on progress. Just want to keep transparency and accountability as part of this CAPTI process.

We see in a lot of the plan, a lot of commitment to explore different possibility areas, but would like to see a little bit more concrete goals, things that we can -- we can hopefully set our mind to try to achieve.

Thanks.

CTC CHAIR NORTON: Thank you very much, Byrn.

Next public comment.

JUSTIN HALL: Up next, we have Amber Crabbe.

AMBER CRABBE: Hi. Good afternoon. This is Amber Crabbe. I'm the public policy manager at the San Francisco County Transportation Authority.

I just wanted to thank you for the opportunity to review this forward-thinking plan to advance California's ambitious climate goals. The San Francisco County Transportation Authority is the county's congestion management agency and San Francisco's transportation sales tax authority.
We developed San Francisco's countywide transportation plan, deliver capital projects, and manage the allocation of numerous local funding programs. We strongly support the direction of the draft CAPTI. We see strong alignment with our own values in the planning and investment strategies we're pursuing in San Francisco, including looking at a way to move forward a congestion pricing program in our downtown.

We appreciate the proposal to focus existing programs on expenditures that advance climate goals while maintaining commitments with others and working concurrently to advance the initiatives and seek the new funding urgently needed to respond to our climate crisis.

In particular, we strongly support advancing TIRCP funding and identifying other resources to support the deployment of zero-emission bus and rail transit fleets sooner, including vehicles, vessels, and facility upgrades.

We also support identifying road pricing or congestion pricing as an important strategy to reduce greenhouse gas emissions and appreciate the proposed first step of establishing a statewide regulated pricing working group. We very much look forward to participating in that effort.

We also look forward to partnering with the State
to accelerate delivery of electric vehicle infrastructure, rail projects, including high-speed rail protected by (inaudible), and walkways, and transit-oriented development.

We also hope the State can identify additional ways to focus investments in a way that improves mobility for rural families and disadvantaged communities, for instance by prioritizing sites for electric vehicle infrastructure, providing subsidies for electric bicycles, and funding needs-based transit fare programs.

Thank you and we look forward to partnering with your agencies on these efforts and we'll be following up in writing with more detailed comments.

Thanks.

CTC CHAIR NORTON: Thank you. Next public comment.

JUSTIN HALL: Chair Norton, I see one more attendee indicating they wish to make public comment at this. Up next, we have Tyler Munzing.

CTC CHAIR NORTON: Thank you. Tyler.

TYLER MUNZING: Thank you and good afternoon Chairs. Tyler Munzing on behalf the American Council of Engineering Companies, California. Just very much appreciate the opportunity to comment on the draft CAPTI and the collaborative effort just between agencies
demonstrated here today. ACC California represents over a thousand engineering firms and 25,000 design professionals in private practice in the State.

While we support active transportation and agree with the environmental equity and health goals that are reflected here, we are most interested in those additional quantifiable details. Frankly speaking, the reality is that absent new revenues, the State cannot accomplish everything that it wants to do under CAPTI, and also everything that voters were promised when they voted to preserve SB 1.

This is an effort that will require identifying funding opportunities, and more robust analysis, and a discussion that we in the transportation construction design industries are ready and willing to engage in.

Thank you very much.

CTC CHAIR NORTON: Thank you. Justin, does that complete public comment?

JUSTIN HALL: Yes, Chair Norton. I see no other public comment at this time.

CTC CHAIR NORTON: Okay. I wanted to offer to the commissioners and Board members an opportunity to make other comments and ask other questions. I know I had gotten in between. I have some questions myself.

Phil Serna we'll call on you next. I see you.
CARB BOARD MEMBER SERNA: Great. Thank you, Chair.

So I always get very concerned when we have a presentation on something as comprehensive as this Climate Action Plan, and we have a number of organizations and individuals that are very supportive. But when there's one or perhaps two individuals or organizations that are opposed, that's where I really -- it peaks my interest, because I'm very curious to know what the concerns are, what the perceived concerns are and what the real concerns might be.

So I wanted to ask Darwin, if he could respond to the -- some of the concerns that were expressed by the carpenters. You know, one of the -- one of the key aspects of the draft plan is to focus on disadvantaged communities and making sure that whatever investments are going to be pursued that there is some direct benefit there. So maybe more broadly, Darwin, you could speak to how there will be an attempt or a very concerted effort to employ locally for various projects based on the investments strategy of CAPTI.

CalSTA DEPUTY SECRETARY MOOSAVI: Sorry, I was still on mute there. But thank you, Board Member Serna, for that opportunity to talk about that.
You know, specifically about the workforce piece, you know, these are -- we're talking about -- at least right now, the plan is oriented around existing funding programs and existing programs. And we haven't, as part of this effort, directly asked for or suggested additional workforce development related components, in addition to what's existing in those programs. However, you know, it was slightly outside of the scope of the charge. But, you know, to your point about the benefits, and disadvantaged community benefits, and ensuring that these funds, you know, as they have been and continue to be spent in a way that provide workforce opportunities for folks in those communities. Certainly interested in working with you all and folks who have been commenting to come up with opportunities where we can strengthen some of that, if there's opportunity to do so.

So any specific comments around that, that folks have, you know, through the public comment process, happy to incorporate. In terms of -- you know, I think some of the comments -- you know, you broader comments and concerns, you know, I think going back to what we heard earlier in terms of this document being a pretty big shift in terms of kind of overall high level policy, you know, I think I just want to make clear that CalSTA and CAPTI recognize and understand that there will be, continue to
be many sectors of the economy that rely on driving as a key component of our transportation system. And this document is by no means saying that we're moving away from driving, as we've heard from some of the data points, and whatnot, shared earlier.

We have about two percent of the state relying on transit currently. But when you look at our demographics of the need there, and the cost of driving, and our -- and our -- the breakdown there, there's definitely an imbalance in terms of what we need and drivers can certainly benefit from other users being taken off the road. So I do think there's a lot of work we can do to talk more about and discuss with folks who are concerned about these strategies around how this document is really about creating more options and is about more and not about taking anything away.

And I think that's an area of concern that we've heard and certainly look forward to engaging in conversations on that and seeing how we can clarify and make that explicitly clear in their document.

CARB BOARD MEMBER SERNA: Yeah, I would -- appreciate the response. I think moving forward, as you get closer to finalizing the investment strategies, I think it would be very helpful for you to think carefully about how the intersection of job creation, economic
development, in -- especially in communities of color, disadvantaged communities, how you could not just dispel some of the concerns that perhaps, you know, may be misplaced in terms of, you know, perceptions that we're trying to do away with cars altogether, but instead maybe explain in, you know, a certain amount of detail how they're -- the investments actually can serve to produce job opportunities in places that are, you know, job deserts right now in disadvantaged communities.

I think that's really where the tangible benefit is going to be felt the most. And so I'd encourage you to do that as you get closer to a final document.

Thank you.

CalSTA DEPUTY SECRETARY MOOSAVI: Appreciate it.

Thank you.

CTC CHAIR NORTON: Chair Randolph, do you have any comments? I have some closing comments and questions and some input from Executive Director Mitch Weiss.

CARB CHAIR RANDOLPH: I just wanted to kind of circle back to the -- I guess, kind of the process question. And this is not necessarily for Darwin, but more for our agency staffs in terms of thinking about, you know, what's the best way to continue to stay engaged in this process, and provide feedback to CalSTA, and also to have the opportunity for the kind of interactive
discussion that we're having this afternoon, because I mean so far folks have raised some really great points about kind of at what point will the plan be finished, and then what are the next steps, and how are we going to be sort of following up with those next steps, hearing -- I know Darwin mentioned some annual reporting, but also thinking about, you know, what are ways that CTC, and CARB, and HCD can continue to hear how things are going and provide feedback into the process.

So I would really encourage our staffs to kind of huddle up and think about kind of what are some ways that we can specifically kind of put some meat on those bones.

CTC CHAIR NORTON: Yeah. Well, that's a really good segue into the conversation we want to have on the upcoming workshops. But before we do that, I did want to ask some questions to Darwin about the idea of growing the pot. Because I think we've had a lot of conversations, you and I, and beyond about what we can do together, especially because much of this plan was written before we had a federal partner, the likes of which President Biden and this Congress.

And we have been so excited about the work that we're doing in our congressional briefings with CalSTA and Caltrans, especially along the lines of what we could be doing with TCEP and additional funds to support the work
we have both supported on expanding opportunities for electrification and expanding the opportunities to have charging along freeways.

And so like with the ATP, which we all support looking at the surplus for additional funding for ATP, how can we start integrating in where we have been very, very effective at addressing some of the things that are listed in CAPTI that don't involve taking our existing money, but actually are taking advantage of our ability to leverage federal funds in ways very few others have, because we are charging our own gas tax increase to have some of these fix-it first strategies.

And I think about right now, I went to high school in Washington State. And right now Washington State wishes they had an SB 1. They are really contending with the fact that they don't and they have such crumbling infrastructure.

We have the opportunity to leverage it and really grow our ability to go after federal money. So can we talk about how we can grow the grid and grow the funding sources to be applied to these goals?

CalSTA DEPUTY SECRETARY MOOSAVI: Certainly. And I think, you know, to your point Chair Norton, I think this is probably -- you know, was not one of the clearest opportunities when this document started being written,
but now it's probably one of the best opportunities we have to actually put this document to use in a meaningful way, not to say that our actions in here aren't very meaningful, but the scale at which we're talking about in terms of potentially being able to bring in additional investments to some of this work I think really changes with the efforts that the Biden administration has underway.

I'll say a couple -- a couple things. You know, I think there's -- I kind of think of the tangible impact that new federal funding can have in different ways. One is additional new, prescribed or flexible, funding that we could put towards these uses that are given, whether through formulaic avenues or additions to existing programs or whatnot. And we're certainly interested in using the CAPTI framework to help guide the types of things we invest with those projects. And that could really grow our ability as a state to invest in implementing the framework and -- but in addition to that, I think then there's the competitive nature of federal programs that may see an increase of funding at the federal level.

And as we've already seen, I think the Biden administration is already adopting new criteria and perspectives in terms of how they're looking at their own
programs and what makes for competitive projects. So as much as, you know, we can align our funds, I think, you know, as we all know the most competitive federal project is the one that has State dollars on it or local dollars on it. And the INFRA program, for example, that released a NOFA a month or so ago added two new criteria, one was around climate, specifically calling out VMT. One was round racial equity. And as we fund projects and prioritize our projects around the same criteria, I think it puts us at a competitive advantage to have projects that are at the ready to be able to compete for those federal funds.

We haven't talked a lot about this here today, but a key aspect of this, and I know this is not as exciting to engage, because it can be longer term, but that's very, very important, is planning and ensuring that we're building a project pipeline and planning for a project pipeline that aligns with outcomes that we're looking for.

You know, a lot of the conversation is certainly around funding and what we fund right now. But I think there's a lot in this document that can also support planning particularly in regions that don't have the resources to do a whole lot of new robust planning themselves using those State resources through Caltrans to
support regions in coming up with solutions to these transportation problems of the 21st century and positioning those projects to be able to compete for federal dollars I think will be key. So there's a lot in here that I think, you know, synchs up well with efforts of the Biden administration. And I appreciate you bringing up that opportunity.

CTC CHAIR NORTON: Okay. And the only thing I wanted to ask was about our concerns about making sure that we have this alignment of gas tax to road user charge, so that there's no dip in funding, because we really do need to make sure that we continue to have these accounts for the jobs and the goals that we fought for with SB 1 and fought against in Prop 6, so that we could make sure that we had the money to build these projects. And so how are we being able to look at where the base years are and where our progress is, so that when we address the need for switching from a gas tax to something else, that there is no net loss of funding for all of these infrastructure projects.

CalSTA DEPUTY SECRETARY MOOSAVI: Yeah. It's obviously a key and critical question. You know one that also came up this morning in the ZEV conservation, I think as we saw with the ZEV conservation, it's one that is broader than anyone of these single-layer plans. And
there are more programs than just the ones listed here
that would even potentially be impacted. And, you know,
so we -- as a result of that, we didn't think that this
particular plan that looks at leveraging our
transportation dollars to prioritize pro -- you know,
specifically projects around climate was the place to talk
about the long-term need for revenue for transportation.

However, you know, as you know, it's something
that we're at CalSTA very committed to and through our
efforts and coordination with you all is the road charge
effort. It's something that we want to partner --
continue partnering with you on.

I'm happy to explore if there's -- if there's
ways that we can make sure that -- and I think this might
be important to make sure that we acknowledge that need
within this effort. I think that's important and then we
can certainly talk about, you know, those efforts that
we're undertaking to address it at a different time.

CTC CHAIR NORTON: Thank you, Darwin.

I see that we don't have any more public comment
nor Commission or Board member comments. I did want to
throw this to Executive Director Weiss, because Chair
Randolph and I had spoken about what we can do in the ways
of these joint meetings. And because I'm all of 19 months
as a Commissioner and Chair Randolph is new in her role,
could you just define and let us know in these joint
meetings what our capabilities are in terms of actions, et
cetera. And then could you also talk a little bit about
our future workshops and what the format is going to be,
because I think all of us here within earshot are going to
want to participate.

CTC EXECUTIVE DIRECTOR WEISS: Sure. Yeah, I can
touch on both of those very briefly.

CTC CHAIR NORTON: Thank you.

CTC EXECUTIVE DIRECTOR WEISS: So there -- first
of all, regarding the action, we've been advised by our
counsel and our understanding is that it's the same with
CARB that this joint format would not be appropriate for
taking action. You know, it's really up to us here to
have these robust conversations like we -- like we did
today and then take those back and incorporate those into
actions we're doing in the individual bodies.

You know, beyond that, you know, nothing has been
noticed for action. So, you know, that would be a
significant -- second very significant barrier to taking
action.

Regarding the CAPTI workshops that have been
mentioned previously, we, in conjunction with Caltrans and
CalSTA, are holding two workshops on April 20th and 23rd,
both in the afternoon. They'll be using this same format
that -- everybody loves this -- you know, I don't want we're -- GoToWebinar, yes, that's the one we're using today.

And we'll -- you know, our goal is to try to go through some of the strategies that are laid out in the first half of the document on the first workshop and the second half on the second half. We're going to be noticing these, because we expect we'll have a quorum of commissioners there, but these won't be run like a commission meeting. It will be a staff run workshop.

CTC CHAIR NORTON: Yes. And those workshops --
CARB CHAIR RANDOLPH: Can I ask a clarify --
CTC CHAIR NORTON: -- will be completely with other -- with other agencies, correct? I mean, CTC will run it, but there are other agencies participating, is that correct?

CTC EXECUTIVE DIRECTOR WEISS: Yes. Yes. We'll be coordinating with CalSTA and Caltrans.

CTC CHAIR NORTON: Chair Randolph.

CARB CHAIR RANDOLPH: I'm sorry to interrupt, but I just wanted to ask a clarifying question. So I understand, you know, this meeting is definitely not noticed for any action and I just wasn't sure that, you know, whether or not in the future, there might be opportunities to structure actual notice and a format that
would lend itself to that. And that's not something we necessarily have to address today, but I would certainly encourage our staffs maybe to get together and kind of have that conversation, because, you know, it could be any range of things. It could just be some sort of kind of high level direction to staff about things to think about between, you know, before the next meeting or it could even be some kind of sort of noticed kind of joint kind of statement in support of something or -- I mean, it seems like there could be any number of options, so long as they were consistent with both the Bagley-Keene Act and with whatever the operating rules for each of our agencies is.

So I guess I just kind of wanted to encourage that conversation to kind of continue to think about what opportunities there might be potentially in the future for good coordination and good direction.

CTC EXECUTIVE DIRECTOR WEISS: Thank you. We'd be happy to continue that.

CTC CHAIR NORTON: Yes. And I think -- I want to say that this has been an ongoing process of greater and greater collaboration as we continue our work together. And so I just wanted to say thank you so much for all of the participants really engaging deeply in these conversations. Darwin, you've been champ standing here for like two hours now, nearly three.
And so, Mitch, I did want to make sure that before we left, that we did go through a little bit of what we have been able to accomplish together and a little bit of the agency updates and then to thank everyone and we will adjourn.

CTC EXECUTIVE DIRECTOR WEISS: Yes. And -- well, and in the interests in making sure that people get to dinner on time, I will make my presentation very brief.

(Laughter.)

CTC EXECUTIVE DIRECTOR WEISS: First of all, this has been -- this has been very exciting. I really enjoyed the robust conversations that we've had. And as Chair Norton mentioned --

(Timer showed three minutes.)

(Laughter.)

CTC EXECUTIVE DIRECTOR WEISS: Thanks to my team there, I will not be that brief.

(Laughter.)

CTC EXECUTIVE DIRECTOR WEISS: I'll be presenting on behalf of CTC, HCD, and CARB staff, just giving a very quick update on some of the things focusing on what we've done since our last joint meeting.

First of all, as Director Velasquez mentioned, they're in the final stages of adopting regulations for their Prohousing Designation Program. The regulations
will be used to promote, evaluate, and incentivize housing support of local policies.

At our last meeting, we had Dr. Karen Chapple present to us 16 recommendations for State housing, climate, and transportation policy. And our staffs are working together to look at those, analyze those, and figure out how we might -- how we might possibly implement those in the -- in the future.

We talked about the importance of incorporating equity in our decision-making at that meeting -- our last meeting and wanted just to highlight quickly a few things that we've done. First, the Commission adopted a racial equity statement in January. And we've refocused a vacant position to focus on equity and public engagement. And I look forward to being able to announce our new team member very, very, very shortly.

On that same note, in January, Chanell Fletcher was appointed to the position of Deputy Executive Officer of Environmental Justice at CARB. And prior to joining CARB, Chanell served as Executive Director of ClimatePlan, a non-profit organization focused on advancing polices and programs to realize more sustainable and equitable development throughout California.

I'd like to recognize some of HCD's work to combat housing discrimination and foster inclusive
communities for all. This has been enhanced by mandates under AB 686 for public agencies to affirmatively further fair housing in all housing and community development programs and activities. And they'll be working in the coming year with public agencies to meet these new requirements.

And between these meetings we've really continued to improve our coordination as staffs to reach the common goals that we all have. Some of those -- the formats that we've coordinated include work groups such as the Housing and Transportation Coordination Work Group, State Agency MPO Work Group, Interagency Resiliency Work Group, CAPTI Interagency Work Group, ZEV Market Development Strategy Work Group. Clearly, we're really good at work groups.

(Laughter.)

CTC EXECUTIVE DIRECTOR WEISS: Yeah, these -- you know, and as agencies, we -- these efforts really rely heavily on public feedback and input and we work hard to prioritize opportunities for public engagement. These venues really provide an important pathway for implementing the concepts and ideas that we discuss at our joint meetings.

You know, and our teams have also worked on a number of guideline development areas in programs and, in some cases, on evaluations of projects. These include the
Active Transportation Program, the Solutions for Congested Corridors Program, Local Partnership Program, Trade Corridor Enhancement Program, Transit and Intercity Rail Program, and the Sustainable Transportation Equity Project. And we look forward to, in the coming years, expanding and deepening this coordination as we move to more funding and try to grapple with some of the issues that we've discussed today.

In the interests of time, I'm stopping here, boss.

(Laughter.)

CTC CHAIR NORTON: You don't want to run out the clock.

Thank you very much, Executive Director Weiss. Chair Randolph, do you have any closing words for us today?

CARB CHAIR RANDOLPH: No, I think I -- I think I covered it in terms of thinking about our next steps. And again want to thank everyone for a really, really great discussion.

CTC CHAIR NORTON: Yeah. Thank you. We have no public comment under public comment. So I want to thank you all, everyone who came as a commissioner, Board member, a presenter, and the public. The best parts of these joint meetings are for us to think through things
together and to make sure that everybody hears that these are the things weighing on our minds. You can see that electric vehicles have touched a lot of different areas of the state, as well as CAPTI. And so it's important to think out loud together.

And I just want to thank Chair Randolph, and Director Velasquez, and all of our teams for making sure that we are coming together in the spirit of cooperation and conversation, so that we can really hear each other and build a better state together.

Thank you very much. And with that, our meeting is adjourned.

(Thereupon the California Air Resources Board, California Transportation Commission and California Department of Housing and Community Development meeting adjourned at 3:14 p.m.)
CERTIFICATE OF REPORTER

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 22nd day of April, 2021.

JAMES F. PETERS, CSR
Certified Shorthand Reporter
License No. 10063