

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

GOTOWEBINAR PLATFORM

THURSDAY, APRIL 8, 2021

9:00 A.M.

JAMES F. PETERS, CSR
CERTIFIED SHORTHAND REPORTER
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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

APPEARANCES CONTINUED

CTC COMMISSIONERS:

Joseph Lyou, PhD

Michelle Martinez

CALIFORNIA TRANSPORTATION AGENCY:

Darwin Moosavi, Deputy Secretary, Environmental Policy and
Housing Coordination

CARB STAFF:

Richard Corey, Executive Officer

Edie Chang, Deputy Executive Officer

Chanell Fletcher, Deputy Executive Officer

Annette Hebert, Deputy Executive Officer

Ellen Peter, Chief Counsel

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

Mario Cruz, Branch Chief, Climate Investments Branch, STCD

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

Jennifer Gress, Division Chief, STCD

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

CTC STAFF:

Mitch Weiss, Executive Director

Tanisha Taylor, Chief Deputy Director

APPEARANCES CONTINUED

CTC STAFF:

Laura Pennebaker, Acting Deputy Director

Brigitte Driller, Assistant Deputy Director

Julia Kingsley, Assistant Deputy Director

Brandy Fleming, Analyst, Administration and Financial Management

Doug Remedios, Clerk of the Commission

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
STAFF:

Gustavo Velasquez, Director

Megan Kirkeby, Deputy Director

Paul McDougall

Claudia Mildner

DC Navarrette

Kevan Rolfness

Josh Rosa

Weston Starbird

Daniella Stepek

SPECIAL GUESTS:

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

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

APPEARANCES CONTINUED

SPECIAL GUESTS:

Terea Macomber, Electric Vehicle Director, GRID Alternatives

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

ALSO PRESENT:

Will Barrett, American Lung Association

Kurt Brotcke, Orange County Transportation Authority

Amber Crabbe, San Francisco County Transportation Authority

Martin Espinoza, Northern California Carpenters Regional Council

Bill Higgins, California Association of Councils of Governments

Ryan Kenny, Clean Energy

Byrn Lindblad

Bill Magavern, Coalition for Clean Air

Anna Moneymaker, LA Metro

Tyler Munzing, American Council of Engineering Companies, California

Kami Peer, NextGen California

Nailah Pope-Harden, ClimatePlan

Julia Randolph

Ray Traynor, San Diego Association of Governments

Kiana Valentine, Transportation California

APPEARANCES CONTINUED

ALSO PRESENT:

Jennifer Ward, Orange County Business Council

Chris Wilson, Los Angeles County Business Federation

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PROCEEDINGS

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

1 CTC CLERK REMEDIOS: Commission Kehoe?

2 Commissioner Lyon?

3 CTC COMMISSIONER LYON: Here.

4 CTC CLERK REMEDIOS: Commissioner Martinez?

5 CTC COMMISSIONER MARTINEZ: Present.

6 CTC CLERK REMEDIOS: Commissioner Tavaglione?

7 Chair Norton?

8 CTC CHAIR NORTON: Present.

9 It is now my honor --

10 CTC CLERK REMEDIOS: (Inaudible)

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

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

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

19 Dr. Balme?

20 Mr. De La Torre?

21 Mr. Eisenhut?

22 Mr. Eisenhut?

23 Supervisor Fletcher?

24 Senator Florez?

25 CARB BOARD MEMBER FLOREZ: Florez, here.

1 CARB BOARD CLERK SAKAZAKI: Assemblymember
2 Garcia?

3 Ms. Hurt?

4 CARB BOARD MEMBER HURT: Davina Hurt present.

5 CARB BOARD CLERK SAKAZAKI: Mr. Kracov?

6 CARB BOARD MEMBER KRACOV: Here.

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

8 CARB BOARD MEMBER PACHECO-WERNER: Present.

9 CARB BOARD CLERK SAKAZAKI: Mrs. Riordan?

10 CARB BOARD MEMBER RIORDAN: Here.

11 CARB BOARD CLERK SAKAZAKI: Supervisor Serna?

12 CARB BOARD MEMBER SERNA: Here.

13 CARB BOARD CLERK SAKAZAKI: Professor Sperling?

14 CARB BOARD MEMBER SPERLING: Here.

15 CARB BOARD CLERK SAKAZAKI: Ms. Takvorian?

16 CARB BOARD MEMBER TAKVORIAN: Here

17 CARB BOARD CLERK SAKAZAKI: Vice Chair Berg?

18 Chair Randolph?

19 CARB CHAIR RANDOLPH: Here.

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

22 CARB CHAIR RANDOLPH: Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

25 We are excited to partner with the federal

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

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

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

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

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

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

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

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

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

1 collective work to the next level.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

19 Thank you very much.

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

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

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

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

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

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

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

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

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

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

16 (Thereupon a slide presentation.)

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

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

1 --o0o--

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

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

13 So if we go to the next slide --

14 --o0o--

15 TYSON ECKERLE: -- I wanted to talk a little
16 bit -- so this -- the whole zero-emission vehicle market
17 development strategy, the way we're thinking about it,
18 we're really trying to achieve, you know, five things at
19 the top levels. It's articulating the core principles
20 for, you know, collective action, like what are we really
21 focused on. It's clearly identifying the metrics and
22 targets. Like what can we measure ourselves against in
23 the, you know, agreed upon measurements that -- so we can
24 check in and everybody can quickly assess the health of
25 the market and keep moving things forward. The third

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

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

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

22 If you go to the next slide --

23 --o0o--

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

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

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

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

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

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

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

11 --o0o--

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

19 If you go to the next slide.

20 --o0o--

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

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

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

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

13 --o0o--

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

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

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

4 Then to go to the next slide, we want to --
5 --o0o--

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

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

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

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

4 If you go to the next slide --

5 --o0o--

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

11 (Laughter.)

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

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

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

1 forward.

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

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

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

24 --o0o--

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

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

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

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

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

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

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

17 --o0o--

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

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

--o0o--

1
2 TYSON ECKERLE: You know, just the connection,
3 right. If you look at HCD, it's the multi-family building
4 standards, which, you know, really is crucial and enabling
5 easier ZEV adoption. And then you'll hear from CPUC, it's
6 about grid resilience and vehicle grid integration. You
7 know, how do we create that robust energy system that is
8 dependable through time.

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

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

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

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

4 Kyle.

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

7 (Thereupon a slide presentation.)

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

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

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

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

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

14 --o0o--

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

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

5 Next slide, please.

6 --o0o--

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

14 --o0o--

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

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

1 these as we go.

2 --o0o--

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

16 Next slide, please.

17 --o0o--

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

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

2 --o0o--

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

8 --o0o--

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

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

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

5 Next slide, please.

6 --o0o--

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

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

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

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

7 Next slide, please.

8 --o0o--

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

18 Next slide, please.

19 --o0o--

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

1 also shows a portable level 2 charger, which is an adapter
2 that can allow the vehicle to plug in from the vehicle
3 directly to the charging port into this low power level 2
4 receptacle.

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

15 Next slide, please.

16 --o0o--

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

24 So for people that have larger batteries and
25 longer drive times, greater distance, this provides a much

1 faster method of charging.

2 And next slide, please.

3 --o0o--

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

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

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

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

9 Next slide, please --

10 --o0o--

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

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

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

23 Thank you so much.

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

25 CTC CHAIR NORTON: Yes. And our next

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

5 Yuliya.

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

8 (Thereupon a slide presentation.)

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

13 If you could forward the slide, please.

14 --o0o--

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

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

20 --o0o--

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

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

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

12 Next slide, please.

13 --o0o--

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

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

1 certainly expanded to support this new electric load. And
2 then we think about make-ready infrastructure. And that's
3 a little bit of a wonky term, but it essentially describes
4 what kind of infrastructure is needed to charge EV --
5 support electric charging after that service drop. So
6 every customer, be it a house or a business, has a wire
7 that's dedicated that goes to them. And after that, you
8 start thinking about the make-ready infrastructure.

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

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

23 So next slide, please.

24 --o0o--

25 YULIYA SHMIDT: So again, just to give a sense of

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

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

22 So next slide, please.

23 --o0o--

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

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

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

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

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

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

6 --o0o--

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

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

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

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

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

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

10 --o0o--

11 YULIYA SHMIDT: Thank you.

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

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

1 they can charge.

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

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

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

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

24 --o0o--

25 YULIYA SHMIDT: Yes, thank you.

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

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

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

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

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

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

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

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

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

25 We are already overcoming some of the technology

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

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

12 Next slide, please.

13 --o0o--

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

25 So next slide I think is just my contact

1 information.

2 --o0o--

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

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

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

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

14 Ms. Macomber.

15 (Thereupon a slide presentation.)

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

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

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

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

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

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

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

6 So next slide.

7 --o0o--

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

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

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

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

8 Next slide, please.

9 --o0o--

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

16 Next slide.

17 --o0o--

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

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

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

10 Next slide.

11 --o0o--

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

21 Next slide, please.

22 --o0o--

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

1 application process. So this is the -- what we call the
2 benefits finder on our website, but it also includes our
3 case management processes that we're starting to build,
4 and as much as we can, the two-way feedback that we give
5 to CARB and that CARB continues to give to outreach
6 partners for us to continue to build and to build strong
7 programs that our communities can reach.

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

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

19 Next slide, please.

20 --o0o--

21 TEREIA MACOMBER: So I believe that the organizers
22 can show this quick demo video. It's a quick animation
23 that just shows exactly what the benefits finder does
24 versus you all trying to visualize it yourselves. So
25 I'm -- I hope that that video is pulled up. And I'll take

1 the chance to drink a little bit of tea.

2 (Thereupon a video was played.)

3 TEREA MACOMBER: So thank you for showing that.

4 Next slide.

5 --o0o--

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

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

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

25 And their fingerprints -- our outreach partners

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

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

15 Next slide, please.

16 --o0o--

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

1 understands what they're eligible for, applies to that
2 program, and actually gets into the clean mobility that
3 they need.

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

6 --o0o--

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

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

14 (Thereupon a video was played.)

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

22 So Erica didn't necessarily use our benefits
23 finder, but she was able to navigate this with a GRID Los
24 Angeles to be able to get all the benefits that she was
25 eligible for. So we're able to stack those programs

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

4 Next slide, please.

5 --o0o--

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

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

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

23 --o0o--

24 TEREA MACOMBER: We have them all written down.

25 So our climate justice and equity partners

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

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

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

1 languages for them to leverage within their community. So
2 we're really excited to get feedback from the pilot of a
3 pilot again to see how we can continue to create
4 opportunities for CBOs to be supportive directly, without
5 having to even kind of go through what is Access Clean
6 California.

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

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

24 So next slide --

25 --o0o--

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

5 --o0o--

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

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

1 even know that they're not reaching.

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

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

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

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

14 So this last slide --

15 --o0o--

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18 CTC CHAIR NORTON: Thank you.

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

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

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

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

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

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

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

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

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

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

1 Chair Randolph.

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

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

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

1 important.

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

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

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

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

22 Thank you.

23 CTC CHAIR NORTON: Thank you very much.

24 Board Member Sperling.

25 You're muted.

1 You need to unmute you.

2 CARB BOARD MEMBER SPERLING: Oh, okay.

3 CTC CHAIR NORTON: There you go.

4 CARB BOARD MEMBER SPERLING: There I go.

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

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

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

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

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

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

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

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

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

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

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

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

20 Thank you.

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

1 Okay --

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

10 (Laughter.)

11 CTC CHAIR NORTON: Thank you so much.

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

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

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

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

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

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

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

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

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

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

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

17 Commissioner Guardino.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23 And Board Member Pacheco-Werner.

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

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

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

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

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

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

7 Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3 (Laughter.)

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

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

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

1 not a priority.

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

9 Thank you.

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

11 (Laughter.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 So those are my three questions. Thank you.

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

1 about the -- expediting the charging infrastructure
2 especially for freight in communities of need.

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

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

24 And so there's the -- you know, the fast charging
25 option. We also have 45 hydrogen stations open and a

1 pathway to about 200. And that's going to start opening
2 some doors, especially as the next generation of fuel cell
3 cars come in.

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

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

20 YULIYA SHMIDT: Yeah. I did want to jump in,
21 because I think that's a really relevant equity question
22 for us that we've been thinking about a lot, which is that
23 not everyone can charge a home, fundamentally. Fifty
24 percent of Californians, give or take, are renters, for
25 example. And it's very hard for them to install a charger

1 in a house they don't own. Some percentage, I know -- I
2 forget, maybe 30 or 40 percent, are dwellers of
3 multi-family buildings, which do face obstacles to
4 installing charging. Although, they are now starting to
5 catch up. And so public charging is crucial.

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

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

22 So these are things we really struggle with. And
23 we think some of that can be answered with good rate
24 design, but there -- we don't have all the answers yet.
25 That's for sure.

1 CTC CHAIR NORTON: Thank you. Thank you very
2 much.

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

7 Commissioner Davis.

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

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

21 And, Terea, the Access Clean, your presentation
22 was absolutely that a breath of fresh air, because -- and
23 my fellow Commissioners on the CTC know that one of my
24 biggest concerns is as we're making this transition from
25 fossil fuel to electric vehicles, that somehow the people

1 in the construction industry that I represent, 65,000
2 members in California, who are predominantly people of
3 color and who are living in communities that are already
4 disadvantaged and often forgotten don't become further
5 victimized by vehicle miles traveled and what those fees
6 are, while we're figuring out, you know, what the new --
7 what the new deal is, right?

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

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

23 That might also make it a little bit easier for
24 somebody, you know, a little entrepreneurial to figure a
25 way to get a contractor's license, and, you know, go from

1 being an installer, to an owner, to -- you know, to
2 becoming an employer.

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

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

23 So that's -- just looking for that -- those
24 comments. And once again, fantastic presentations. And I
25 would ask -- I don't know who from the CTC whatever the

1 appropriate means would be to get there my information. I
2 would authorize that to be done, if you guys could do that
3 for me. So thank you and I appreciate everybody's time
4 today.

5 CTC CHAIR NORTON: Thank you.

6 TYSON ECKERLE: Great.

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

9 TYSON ECKERLE: Yeah.

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

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

25 And so I think that might be the closest thing.

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

7 CTC COMMISSIONER DAVIS: All right. Thank you.

8 CTC CHAIR NORTON: Terea.

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

19 Two points there is or -- yes, two points there
20 is, one, definitely still -- I've heard the barrier of it
21 being kind of difficult to get a certified electrician to
22 do all of this training. So I know we -- I hope that
23 we've hired our certified electrician to do specifically
24 charging infrastructure install -- installs, because it's
25 important, and we want to train more folks to do it. We

1 are -- we do also workforce development at GRID, so it's
2 definitely important to continue to -- I think that the
3 subpart of that thought is as we -- you know, as we create
4 programs for charging to be installed to, one, ask the
5 community where they want that charging. Not everyone
6 feels comfortable charging at, you know, certain parks or,
7 you know, at some times Whole Foods or places that may
8 seem like a really accessible place, but sometimes -- you
9 know, EVNoire's been a part of our outreach network and
10 has shared examples of people having their charger taken
11 out of their car and put into other vehicle, having the
12 police called on them, a Black man having the police
13 called on them at a public charging station.

14 So just recognizing that we might need to ask
15 communities. We should involve communities and where they
16 want that charging. And then the second piece of that is
17 as we create programs for charging to be built, not
18 forgetting the smaller mom and pop shops that can do
19 installs in their community, that look like their
20 community, and are trusted in their community. So making
21 sure that the program design doesn't lean towards really
22 large -- just really large installers because that's
23 also -- you know, that's also kind of a workforce
24 opportunity is to really get these smaller shops to be
25 able to do this install -- do these installs in their

1 community. So going back to my thought around distributed
2 work is really leveraging some of these smaller mom and
3 pop places to do -- to be part of this just transition as
4 well.

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

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

13 (Laughter.)

14 CTC COMMISSIONER LYOU: Anyway, it has happened.

15 My first comment I think is kind of -- more of a
16 general comment about the idea of transitioning to
17 electric vehicles by 2035 or to the extent that we can,
18 and the fact that we really do recognize that, you know,
19 bumper to bumper electric vehicles aren't the solution
20 either, right? So we have to make sure everything works.

21 And that brought me to thinking about one of the
22 things that came up at our last Commission meeting, which
23 was the backlog of ships, and containers, and trucks, and
24 locomotives throughout our goods movement system here in
25 Southern California and the problems that we're dealing

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

4 (Laughter.)

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

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

25 The second thing I wanted to mention also came up

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

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

16 Thank you.

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

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

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

1 with you.

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

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

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

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

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

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

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

13 CTC COMMISSIONER LYOU: Thank you.

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

16 HCD DIRECTOR VELASQUEZ: Madam Chair?

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

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

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

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

3 HCD DIRECTOR VELASQUEZ: Okay.

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

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

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

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

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

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

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

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

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

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

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

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

18 CTC CHAIR NORTON: Yes, we can.

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

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

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

4 CTC COMMISSIONER GUARDINO: (Thumbs up.)

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

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

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

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

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

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

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

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

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

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

1 Thank you.

2 CTC CHAIR NORTON: Does anyone want to take that?

3 We'll make a note of that and follow up on this
4 question.

5 Next public comment.

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

10 Thank you.

11 TYSON ECKERLE: May I --

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

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

25 CTC CHAIR NORTON: Thank you.

1 Next comment, Justin.

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

7 Thank you.

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

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

21 So this is where that coordination on the back
22 end, insulating the public from that piece. But if we can
23 like talk to each other and see like can we leverage this
24 person taking advantage of all these programs to make sure
25 their home is able to sustain, not just charging but also

1 solar as well, that's, you know, an amazing opportunity
2 for some folks that own their home.

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

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

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

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

25 Thank you.

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

13 CTC CHAIR NORTON: Thank you very much.

14 Justin, next public comment.

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

24 Thank you.

25 CTC CHAIR NORTON: Ms. Macomber.

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

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

23 So we are taking that feedback and I hope to see
24 that, you know, maybe there's a statewide program that
25 kind of takes all the lessons learned and best practices

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

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

11 CTC CLERK REMEDIOS: Madam Chair?

12 CTC CHAIR NORTON: Yes.

13 CTC CLERK REMEDIOS: We have one hand raised.

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

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

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

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

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

1 components of the Executive Order centering those inequity
2 and access to the benefits of transportation
3 electrification. That's all critical to protecting
4 against the harmful transportation pollution that impacts
5 so many communities of across California. We know the
6 transportation sector is the leading source of harmful air
7 and climate pollution and adds just a wide range of public
8 health challenges, including 7,500 deaths per year
9 annually in California.

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

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

24 We also know that as we look at the next item on
25 the CAPTI, we want to encourage the CTC to really

1 accelerate the development of guidelines that help to
2 advance EV infrastructure. Those recommendations were in
3 the CAPTI and really feel like those are important to get
4 a jump on that guideline development.

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

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

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

18 CTC CHAIR NORTON: Wonderful. Thank you. I was
19 just made aware that we have three more hands raised and
20 we have other Board members and Commissioners who'd like
21 to speak again. So I am going to do, as I promised to do,
22 which is I'm going to break for lunch. I would really
23 appreciate Tyson and Terea Macomber, if you could come
24 back. We have lots of questions for you. This is a great
25 conversation. And I think all of the presenters have

1 really inspired us to have some in-depth questions asked
2 of you. And I would just ask your indulgence, if you
3 could come back at 12:15 and continue to work with us,
4 because we do have some great questions for you. And we
5 want to appreciate your wonderful presentations, because
6 they've inspired a lot of great thinking.

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

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

14 Thanks again.

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

16 (Thereupon a lunch break was taken.)
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1 AFTERNOON SESSION

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

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

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

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

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

16 JUSTIN HALL: Thank you, Chair Norton.

17 Up first, we have Bill Higgins.

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

24 And we have our members up and down the state who
25 are actively engaged in implementing and planning for

1 electric vehicles, so I'm very excited about everything
2 that was shared today.

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

14 The Mineta Institute has a study that recognizes
15 that we could -- because of EVs and other things, we could
16 see a billion dollar shortfall by as much -- by 2030, and
17 as much as \$4 billion a year shortfall by 2040. And so we
18 want to engage that conversation with you. How do we
19 still maintain the system? You want many of our members
20 to implement SCSs that will achieve further reductions and
21 they're implementing strategies that are based on
22 forecasted gasoline revenues that may not be there now in
23 2035.

24 So I want to just put a flag in that issue and
25 say let's talk about it and plan for it, as we switch to

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

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

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

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

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

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

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

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

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

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

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

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

25 CTC COMMISSIONER GUARDINO: Great. Thank you for

1 that.

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

6 BILL HIGGINS: I will do that.

7 CTC CHAIR NORTON: Okay. Wonderful.

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

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

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

1 words, as well as the slide itself.

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

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

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

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

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

9 CTC CHAIR NORTON: Um-hmm.

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

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

25 So education around range anxiety to reduce range

1 anxiety is definitely important.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23 CTC CHAIR NORTON: Yeah.

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

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

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

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

1 in a second?

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

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

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

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

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

13 Justin.

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

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

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

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

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

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

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

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

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

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

19 Thank you very much.

20 CTC CHAIR NORTON: Thank you.

21 Next public comment.

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

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

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

1 afternoon. Thank you for taking my question.

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

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

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

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

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

12 Thank you.

13 CTC CHAIR NORTON: Thank you so much.

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

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

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

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

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

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

6 CTC CHAIR NORTON: Cool.

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

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

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

17 CTC CHAIR NORTON: He did speak already.

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

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

23 JUSTIN HALL: Thank you, Bill.

24 BILL HIGGINS: Okay.

25 CTC CHAIR NORTON: We appreciate your wise first

1 comment too.

2 Second speaker.

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

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

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

19 Thank you.

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

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

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

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

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

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

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

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

1 Justin, are we confirmed?

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

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

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

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

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

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

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

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

24 (Thereupon a slide presentation.)

25 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so

1 much. Can you all hear me okay?

2 CTC CHAIR NORTON: We sure can.

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

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

16 Next slide.

17 --o0o--

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

20 --o0o--

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

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

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

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

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

5 Next slide.

6 --o0o--

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

23 Next slide.

24 --o0o--

25 CalSTA DEPUTY SECRETARY MOOSAVI: So given that

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

14 Next slide.

15 --o0o--

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

1 help implement that policy framework.

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

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

21 Next slide, please.

22 --o0o--

23 CalSTA DEPUTY SECRETARY MOOSAVI: So the document
24 itself, as I mentioned, the framework and the vision that
25 it sets, includes ten guiding principles, which I'll go

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

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

13 Next slide, please.

14 --o0o--

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

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

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

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

10 Next slide.

11 --o0o--

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

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

1 critical to look at within our projects.

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

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

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

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

2 We need to promote compact infill development.

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

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

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

1 moving forward.

2 So with that, next slide, please.

3 --o0o--

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

15 --o0o--

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

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

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

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

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

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

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

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

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

20 Next slide, please.

21 --o0o--

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

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

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

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

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

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

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

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

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

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

5 --o0o--

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

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

14 --o0o--

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

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

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

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

9 --o0o--

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

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

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

25 CalSTA DEPUTY SECRETARY MOOSAVI: Great question

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

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

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

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

20 CTC VIC CHAIR ALVARADO: Darwin --

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

24 CTC CHAIR NORTON: Okay. Vice Chair Alvarado?

25 CTC VICE CHAIR ALVARADO: (Shakes head.)

1 CTC CHAIR NORTON: Okay. Commissioner Inman.
2 You're muted.

3 Commissioner Inman --

4 CTC COMMISSIONER INMAN: Sorry guys. Sorry.

5 CTC CHAIR NORTON: There you go.

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

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

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

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

25 But between the RTP and Sustainable Communities

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

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

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

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

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

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

24 CTC CHAIR NORTON: Thank you.

25 Does that finish your comments?

1 Okay. I'll move to Commission Eager.

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

22 Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 CARB BOARD MEMBER SPERLING: (Nods head.)

22 CTC CHAIR NORTON: Okay. Thank you so much.

23 Commissioner Grisby.

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

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

10 Thank you.

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

1 more equitable cost burden of transportation.

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

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

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

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

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

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

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

16 Director Velasquez.

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

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

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

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

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

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

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

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

12 CTC COMMISSIONER GUARDINO: I believe I am.

13 CTC CHAIR NORTON: You are now.

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

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

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

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

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

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

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

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

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

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

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

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

4 CTC COMMISSIONER GUARDINO: Thank you, Darwin.

5 CTC CHAIR NORTON: Thank you, Darwin.

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

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

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

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

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

6 Thank you.

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

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

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

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

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

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

17 Thank you.

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

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

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

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

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

1 Board Member Hurt.

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

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

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

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

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

23 Those are my comments. Thanks.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 (Laughter.)

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

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

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

25 But as others have said before and I think I've

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

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

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

18 So I think timing-wise, the opportunity aligns
19 well. And in terms of, you know, how to kind of quantify
20 and look at those shifts and evaluate our success, I
21 think, you know, at this point, you know, this document
22 doesn't do a whole lot, in terms of metrics. This is kind
23 of the first step in terms of setting that framework.
24 But, you know, we're certainly interested in kind of
25 building upon that. And, you know, once we kind of have

1 this out there and can use it to guide our
2 decision-making, I think, you know, hopefully, we can --
3 we can dig deeper into really kind of quantifying those
4 shifts and thinking about what all we need to do to be a
5 lot more transformative.

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

17 And I know that seems like kind of obvious,
18 but -- and I -- and I'm not suggesting the implementation
19 of that idea is easy. But I -- you know, I think once we
20 aligned it, like this is what we have to do and it's going
21 to be good, it's going to be good for the environment,
22 it's going to be good for housing costs, it's going to be
23 good for quality of life, it's going to be good for
24 livable, walkable, all the types of things we care about,
25 and it's going to be done in an equitable way - I think

1 Dr. Sperling's comments around that piece - especially
2 associated with transit, is vitally important. And so I
3 just want to really encourage you as you go through this
4 process.

5 CTC CHAIR NORTON: Thank you so much.

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

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

15 (Laughter.)

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

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

21 (Laughter.)

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

24 (Laughter.)

25 CARB BOARD MEMBER DE LA TORRE: I've got a couple

1 of issues that I wanted to ask about. The first is on the
2 roadway pricing working group. I know it is politically
3 difficult, but you're calling it out. You're saying this
4 working group is going to come together. I think we have
5 to. It's come up indirectly in the conversation today,
6 maybe kind of directly. So when do you anticipate having
7 concrete recommendations for authorizing and implementing
8 pricing strategies? So that's part one.

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

20 The second related back to the joint meetings.
21 Can we -- for CAPTI, when the work is done, at some point
22 this year, is it possible for us to get -- have a
23 conversation with CalSTA, with CTC, with CARB and the
24 Housing Department to -- for staff to work together and
25 put together the list of the actions that, you know, we

1 can -- we can review and talk about from CAPTI? So, you
2 know, just -- is that possible? Can we plug this
3 multi-agency effort into that process in such a way that
4 again we can have deliberation, we can have input.

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

8 So those are my two multi-part questions.

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

19 But there's a lot of urgency around this, so I
20 think, you know, that's kind of a ballpark. And, you
21 know, the hope is to get together with -- and bring a
22 coalition of folks together. We're working on these
23 issues and start finding pathways for implementation on --
24 as soon as we can. And learning a lot of what that looks
25 like and how long it will take will depend on the kind of

1 commitments that the group can make in terms of -- I mean,
2 I expect this to potentially happen in even phases. I
3 don't necessarily expect the work group to go away for two
4 years and come back with this big recommendation report.

5 I really see this as maybe a working partnership
6 or relationship with our local, and regional, and others
7 to get together and set some milestones for themselves of
8 what they can accomplish on a rolling basis.

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

14 In terms of, you know, involving the joint body
15 in the specific actions moving forward, you know, I think
16 CalSTA is certainly happy to work with you all to involve
17 you all in whatever capacity you'd like to be involved in
18 that process. I think we have -- we currently have an
19 interagency working group going that includes all three of
20 the agencies represented here, which we're going to be
21 using as our implementation working group as well to, you
22 know, essentially have assigned leads responsible for the
23 different actions of the different agencies, do regular
24 check-ins and reporting out, to then lead to what we've
25 committed to you all as an annual report to you on

1 implementation of those pieces. But certainly happy to
2 accommodate any additional input or involvement that you
3 all as a collective body would like us to engage you on.

4 CTC CHAIR NORTON: Thank you, Darwin.

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

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

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

20 Commissioner Guardino alluded to getting back on
21 his bike again after the pandemic. But active
22 transportation in addition to reducing VMTs, active
23 commuting has a tremendous health benefit that's
24 quantifiable. There's a whole literature. And CARB is
25 actually working to quantify the health benefits of

1 increased active transportation as part of our health
2 benefits of the new scoping plan that we're coming up with
3 for AB 32 implementation.

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

12 Thank you.

13 CTC CHAIR NORTON: Thank you so much.

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

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

21 RAY TRAYNOR: Thank you, Chair Norton and Chair
22 Randolph. It's really a pleasure to spend some time with
23 you this afternoon. My name is Ray Traynor. I'm the
24 Chief Planning and Innovation Officer with SANDAG. And
25 the draft CAPTI that was presented by Deputy Secretary

1 Moosavi directly aligns with everything we're doing in the
2 San Diego region and the work that we're doing to develop
3 the five big moves and our 2021 regional plan.

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

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

22 And we think the CAPTI is going to be a challenge
23 for all of us. We know that. But every day regions like
24 ours, we have to make really tough decisions. We've got
25 to figure how we can balance what was promised in the

1 past, and at the same time, we recognize that we know --
2 you know, we've got a better future ahead of us. And we
3 just can't afford to put off any longer what we should
4 have been doing years ago.

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

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

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

23 Next public comment.

24 JUSTIN HALL: Up next, we have Kiana Valentine.

25 KIANA VALENTINE: Good afternoon, Madam Chairs

1 and members of the Commission and the Board. My name is
2 Kiana Valentine. I'm the Executive Director of
3 Transportation California, which is an non-profit,
4 non-partisan coalition of labor and management
5 organizations. And we represent the transportation
6 industry and workforce that builds, repairs, and maintains
7 our statewide multi-modal transportation system.

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

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

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

25 I should say we are appreciative of the future

1 CTC and other workshops that are going to evaluate CAPTI.
2 But the timeline for final completion of the final
3 document hasn't changed. And so it's really unclear to us
4 about the ability to influence the document in the
5 remaining couple of months.

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

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

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

25 Without having seen the most recent numbers, I

1 would argue there is still tens of billions of dollars in
2 backlog on the existing transportation system, which is so
3 critical to our quality of life and economy in the state
4 of California.

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

9 CTC CHAIR NORTON: Thank you very much, Kiana.
10 Appreciate it.

11 Next public comment.

12 JUSTIN HALL: Up next, we have Kurt Brotcke.

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

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

24 So we have a full plate that is required to
25 really get us there. And so today, we are the primary bus

1 transit provider throughout Orange County. We own the
2 LOSSAN corridor in Orange County. We provide operating
3 assistance to Metrolink. We're the managing agency for
4 the Pacific Surfliner Corridor, which covers much of
5 California. And even right now, we're building a street
6 car project in central county that will improve access to
7 that disadvantaged community.

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

17 So we have three comments as it relates to the
18 CAPTI. The first is that we're concerned that portions of
19 the plan may reduce our flexibility to compete for SB 1
20 funding for committed RTP projects that reduce vehicular
21 delays, improve air quality and move us forward with
22 meeting those GHG goals. There are some projects that may
23 include eliminating system choke points and bottlenecks
24 that really allow vehicles, including trucks and buses to
25 move more efficiently through our roadway system.

1 At the same time, we're encouraged by many of the
2 elements in CAPTI related to the support it lends to
3 transit capital, particularly zero-emission bus, bike, and
4 pedestrian improvements, and passenger rail. So we thank
5 you your efforts in that regard.

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

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

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

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

19 Our next speaker.

20 JUSTIN HALL: Up next, we have Will Barrett.

21 CTC CHAIR NORTON: Mr. Barrett.

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

24 And I wanted to start off by just saying how much
25 we appreciate the ongoing dialogue between State agencies

1 here today and also for the significant -- very
2 significant outreach that CalSTA has made to stakeholders
3 to inform the CAPTI process. We've been looking forward
4 to the final product coming forward and believe that we
5 need to move quickly as possible as possible to implement
6 caught Executive Order N-19-19 that was issued over 19 --
7 basically 18 months ago now.

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

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

23 So ultimately, we're fully supportive of moving
24 the CAPTI process forward with an eye towards
25 implementation. Some of the key items for implementation

1 that I just wanted to note quickly really are we want to
2 see the State agencies implementing this framework to
3 shift investments to VMT reducing policies and projects.
4 We want to see healthier more active transportation modes
5 invested in and supported. And again, the focus on
6 zero-emission technologies and infrastructure that are
7 included in the plan, both for light-duty and the freight
8 sector.

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

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

22 Also think that current pipeline projects, future
23 projects under all agencies' jurisdiction should be
24 reviewed for consistency with the CAPTI, a vision for
25 healthier communities and equitable communities, and

1 really bring more programs into this frame that CAPTI has
2 laid out.

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

11 Thank you again for your time.

12 CTC CHAIR NORTON: Thank you so much.

13 Next public comment.

14 JUSTIN HALL: Up next, we have Jennifer Ward.

15 CARB CHAIR RANDOLPH: Thank you.

16 Jennifer.

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

1 conducted with other key stakeholders.

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

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

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

22 Thank you.

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

25 JUSTIN HALL: Up next, we have an Anna

1 Moneymaker.

2 ANNA MONEYSMAKER: Good afternoon, Directors,
3 Commissioners, and Mr. Velasquez. I'm Anna Moneysmaker
4 with LA Metro. We appreciate you taking the time to
5 review the draft CAPTI and consider our comments on it.
6 Our Board supports the Governor's efforts to reduce
7 greenhouse gas emissions, as we're currently engaged in
8 the most aggressive expansion of a transit system in the
9 country, and are committed to implementing Measure R and M
10 funds with the State as a partner.

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

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

24 We also want to compliment efforts and success in
25 identifying some of the ways that equity must be directly

1 addressed within the actual strategies of the plan. Metro
2 supports policies and programs that reflect principles of
3 diversity, equity, and inclusion. Through these and other
4 efforts, transportation systems have the potential to
5 achieve their intended purpose, to provide safe and
6 equitable access to opportunity and truly enhance quality
7 of life.

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

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

21 COVID-19 research showed that exposure to diesel
22 truck emissions, such as particulate matter, created
23 higher rates of morbidity for people afflicted with COVID.
24 And this is just one example of the current injustice and
25 the need to address it.

1 On the highway side, LA Metro is following the
2 potential introduction of a vehicle miles traveled bank
3 with interest. Now regarding managed lanes, we appreciate
4 the recognition of the importance of roadway improvements
5 that increase bus speed and produce revenue to support VMT
6 reducing modes of transportation.

7 We recommend that these facilities be recognized
8 as supporting person throughput and encouraging commuters
9 to opt out of congestion. We plan to submit our full
10 comments on CAPTI following additional engagement with our
11 stakeholders and board. And once the plan is adopted, we
12 will look forward to working with the CTC to implement the
13 plan as we know you will bring your expertise and
14 collaborative style to the process.

15 Thank you so much for the opportunity to comment.

16 CTC CHAIR NORTON: Thank you very much.

17 Next public comment.

18 JUSTIN HALL: Up next, we have Kami Peer.

19 KAMI PEER: Hello. My name is Kami Peer speaking
20 on behalf of NextGen California. Thank you all for
21 today's presentation and the opportunity to comment on the
22 Climate Action Plan for Transportation Infrastructure.
23 This plan is an integral step towards the State's
24 ambitious climate goals and we're so excited to see it
25 evolve into an actionable measurable strategy.

1 Our ability to mitigate and adapt to the damaging
2 effects of climate change worsens every year, that we do
3 not act. Therefore, NextGen asks that this important plan
4 is not delayed any longer. SB 375 has not brought us
5 where we need to be for effective climate solutions. We
6 need to adopt strategies like those articulated in CAPTI
7 immediately to deliver on these goals.

8 For these reasons, NextGen California calls on
9 the agencies to consider including progress reports and
10 metrics to track spending and the expected greenhouse gas
11 reductions related to these investments.

12 So it's critical that transportation NextGen
13 California a consider including progress reports metrics
14 to track spending and the expected greenhouse gas
15 reduction related to these investments. So it's critical
16 that transportation spending projects report on the
17 associated VMT reductions, which programs are being
18 funded, and which actors are accountable for
19 implementation.

20 NextGen California is strongly supportive of
21 including investments in light-, medium-, and heavy-duty
22 zero-emission vehicle infrastructure to support the
23 transition to ZEVs everywhere. And we must also think
24 realistically about how our past and present decisions
25 about other forms of infrastructure, including how we

1 choose to allocate space for cars, or other forms of
2 transportation, how that affects equity and our ability to
3 meet our climate targets.

4 So CAPTI is an important beginning to this
5 overdue discussion, and we urge the Commission to adopt
6 its recommendations.

7 Thank you so much for your time.

8 CTC CHAIR NORTON: Thank you very much.

9 Next public comment.

10 JUSTIN HALL: Up next, I have Mark Watts.

11 MARK WATTS: Good morning -- or good afternoon -
12 I'm sorry - Chair and other State participants. On behalf
13 of the Riverside County Transportation Commission, I
14 really appreciate the opportunity to provide some
15 commentary on the Climate Action Plan.

16 I have listened through this entire presentation
17 throughout the day. And Riverside County Transportation
18 Commission, like OCTC, before us is a planning, funding,
19 and project delivery entity.

20 While we do not disagree with the goals outlined
21 in CAPTI, we do have concerns that each region does have
22 their own unique transportation needs. I do appreciate
23 Mr. Moosavi's comments on the one-size-fits-all approach.
24 But in Riverside County, we have had experience play out
25 detrimentally to us in the form of the GGRF based AHSC

1 program where it's designed to not allow us to compete,
2 let alone compete on an equal level.

3 So we are deeply concerned. We look forward to
4 continuing to work with you and we do ask that the agency
5 and State organizations work with us to understand how
6 best to help this plan succeed within our region. And I
7 thank you again.

8 CTC CHAIR NORTON: Thank you.

9 Next speaker.

10 JUSTIN HALL: Next, we have Nailah Pope-Harden.

11 CTC CHAIR NORTON: Hi, Nailah. Thank you for
12 presenting public comments today.

13 NAILAH POPE-HARDEN: There we go. Thank you for
14 having me. Nailah Pope-Harden with ClimatePlan. I am so
15 happy to hear the robust conversation that's happening
16 around CAPTI. It is -- it's exciting to see the three
17 agencies trying to come together and grapple with some of
18 the biggest issues that are facing our state and honestly
19 the world.

20 ClimatePlan and many of our partners have been
21 involved in a conversation around CAPTI. And many of the
22 groups in our network are very excited about CAPTI being a
23 path forward, but want to reiterate that this is really
24 the bear minimum and just the beginning. We would
25 actually love to see CAPTI being pushed further to linking

1 these strategies GHG reduction, VMT targets, and
2 accountability agencies, and including progress reports
3 and tracking and spending, just to name a few things.

4 But all of those things should not stop us from
5 moving this plan forward today. As has been said before,
6 this is a living document and we can walk and talk. We
7 need to move this plan forward. We need to start
8 implementing the strategies as we can. And as we need
9 to -- if we need to make adjustments, we can do that along
10 the way.

11 So we're extremely excited to see this
12 conversation moving forward, hear agency's perspectives,
13 especially the linkage to -- or the inclusion of equity in
14 health in climate infrastructure conversations. And just
15 want to throw our support around -- behind this plan.

16 Thank you.

17 CTC CHAIR NORTON: Thank you. Fantastic.

18 Next public comment.

19 JUSTIN HALL: Up next, we have Matthew Baker.

20 MATTHEW BAKER: Good afternoon. This is Matthew
21 Baker, Policy Director for Planning and Conservation
22 League. PCL strongly endorses the draft plan that CalSTA
23 has put forth. We feel it represents the vision and
24 framework that we need to meet the challenges ahead in
25 achieving our climate and equity goals in the state.

1 We do, like a lot of the advocacy community, you
2 know, feel that we need to go further and would like to
3 see further actions identified, and specificity, and
4 particularly accountability measures for monitoring our
5 progress going forward.

6 But in recognizing the limitation of CalSTA's
7 authority to direct other agencies for what they're
8 supposed to do, we really feel that responsibility lies on
9 the relevant agencies to take that next step in
10 furtherance of this plan. I'm very encouraged by the
11 collaborative spirit of the conversation here today. And
12 I hope that continues. We don't want to see, after today,
13 this plan to go on a shelf.

14 And we feel that this, you know, particularly
15 brand new, the three agencies represented here are
16 critical to implementation of the plan. And we call on
17 each of your agencies to make that commitment here in this
18 venue to further collaborate, to go back to your
19 respective agencies, and take that one step further, and
20 commit to -- you know, adopting a plan for your respective
21 agency for the things within your control in furtherance
22 of the plan's goals. And to bring it back to this body
23 for further identified collaboration.

24 We urge you to make that commitment today without
25 delay. And there's a lot of work Ahead and PCL looks

1 forward to working with your agencies moving forward.

2 Thank you very much.

3 CTC CHAIR NORTON: Thank you. We have four more
4 people slated for public comment. So Justin, could you
5 read the next member.

6 JUSTIN HALL: Up next, we have Martin Espinoza.

7 Martin, you're self-muted. You're free to unmute
8 yourself and make your comment.

9 Okay. Until we get that resolved, we'll move on
10 to Julia Randolph.

11 CTC CHAIR NORTON: Julia.

12 JULIA RANDOLPH: Hello, Chair Norton and Chair
13 Randolph. And good afternoon to our Board members and
14 commissioners. I wanted to echo some of the comments made
15 by Nailah with ClimatePlan and Will with the American Lung
16 Association about this plan being the bare minimum. And,
17 you know, we're in a climate crisis, so we need this now.
18 And we should be moving this plan forward with an eye
19 toward implementation.

20 CAPTI can really create new avenues to reduce
21 public health, and economic harms, and it can maximize
22 community benefits for disproportionately impacted
23 disadvantaged communities, low income communities, and
24 communities of color in both urban and rural region.

25 I also wanted to stress the importance of

1 specific measures within the plan including developing a
2 zero-emission freight transportation system through one of
3 CAPTI's key actions of mainstreaming zero-emission vehicle
4 infrastructure within the Trade Corridor Enhancement
5 Program.

6 Also, as discussed today, the importance of
7 shifting funds towards projects in a way that enhances VMT
8 reduction and doesn't promote single occupancy vehicles
9 like it has in the past, and instead, alternative modes,
10 such as biking, walking, and transit, because
11 electrification alone will not get us to our climate
12 targets.

13 The CAPTI plan should also inform the upcoming
14 Mobile Source Strategy at the Air Resources Board. And
15 the CTC should start updating its guidelines now to
16 evaluate these projects based on GHG emissions, VMT
17 targets, as well as air pollution and health and
18 prioritize projects based on this.

19 I also want to echo what Matt Baker from PCL said
20 about making -- or taking -- about us taking action today
21 on all three respective agencies and collaborate moving
22 forward.

23 Thank you.

24 CTC CHAIR NORTON: Thank you very much.

25 Next speaker.

1 JUSTIN HALL: All right. Martin Espinoza.

2 MARTIN ESPINOZA: Good afternoon, Chair, members
3 of the Commission. My name is Martin Espinoza and I'm a
4 representative for the Northern California Carpenters
5 Regional Council. We oppose this plan for the following
6 reasons.

7 Bridge widenings and road expansions are a large
8 portion of our membership working hours. The idea of
9 limiting those types of infrastructure project has a
10 devastating impact on our membership's ability to secure
11 work and limit the working opportunities for our signatory
12 contractors throughout Northern California.

13 Impacts to living wage jobs. The plan does not
14 indicate any strategies or actions for a possible impact.
15 Our membership relies on driving to each and every day on
16 these roads and highways all throughout Northern
17 California. Unfortunately, they do not have the luxury of
18 working remote or from home. Our concern is that the
19 proposed reduction in vehicle miles traveled by this plan
20 will -- this will propose reduced living wage jobs for my
21 memberships -- will this -- will this propose a reduction
22 in live wage jobs for my membership?

23 These are the questions that need to be addressed
24 before moving forward. That being said, we cannot support
25 the CAPTI effort at this time.

1 Thank you.

2 CTC CHAIR NORTON: Okay. Thank you.

3 Next public testimony.

4 JUSTIN HALL: Up next, we have Chris Wilson.

5 CHRIS WILSON: Hi. Good afternoon, Chair and
6 members -- Chairs and members. This is Chris Wilson with
7 Los Angeles County Business Federation. Thank you to the
8 moderator for helping me out with WebEx. This is my first
9 time using this. I've always been used to Zoom, so
10 it's -- I appreciate the patience. But LA BizFed is a
11 alliance and grassroots business organization of over 210
12 business organizations mobilizing a little less than about
13 a half a million employers that employ about four million
14 people in Los Angeles County.

15 I just wanted to come on and just thank -- and
16 give a quick shout-out to Darwin Moosavi for working with
17 our business community and having a workshop. We're
18 looking forward to it on April 27. And we're looking to
19 the Board to the continuous conversation with CAPTI and
20 the rest of the commission and CalSTA.

21 So also wanted to echo our support for the CTC
22 request of \$2 billion in ATP funds. And just wanted again
23 just thank you for all your work on this draft and we look
24 forward to our business community commenting and making
25 sure that our comments are robust, resilient, and to the

1 point in reference to this plan. So thank you very much
2 and have a great rest of the day.

3 CTC CHAIR NORTON: Thank you, Chris. And you
4 meant \$2 billion in ATP in surplus funds, yes?

5 CHRIS WILSON: Thanks for the clarification,
6 Madam Chair.

7 CTC CHAIR NORTON: Okay. Thank you.
8 Next comment.

9 JUSTIN HALL: Up next, we have Byrn Lindblad.

10 CTC CHAIR NORTON: Hey, Byrn.

11 BYRN LINDBLAD: Hi. Good afternoon, Chair Norton
12 and Chair Randolph. And hi, Darwin. Good to see you.

13 I just want to, you know, refer -- a lot of us
14 out here are pretty hungry for a change to the status quo.
15 There's been a real -- a real imbalance over the decades,
16 right, of favoring cars. And our transit and active
17 transportation networks have suffered as a result.

18 And so, you know, really like the vision that's
19 there in CAPTI, but, you know, like I said, we're hungry
20 for a bit more of an action plan, and so would like to see
21 a few more accountability mechanisms built into it, start
22 to define some of the next steps, and a timeline for when
23 we can hope to see some of those moves made.

24 And then also would love to see some more
25 quantifiable targets in there that we can measure, and

1 track, and try to hold ourselves as a state accountable
2 to.

3 Lastly, some of my coalition mates from
4 ClimatePlan and Coalition for Clean Air mentioned, we'd
5 like to see some -- like a defined timeline for when we
6 might get a report back on progress. Just want to keep
7 transparency and accountability as part of this CAPTI
8 process.

9 We see in a lot of the plan, a lot of commitment
10 to explore different possibility areas, but would like to
11 see a little bit more concrete goals, things that we
12 can -- we can hopefully set our mind to try to achieve.

13 Thanks.

14 CTC CHAIR NORTON: Thank you very much, Byrn.

15 Next public comment.

16 JUSTIN HALL: Up next, we have Amber Crabbe.

17 AMBER CRABBE: Hi. Good afternoon. This is
18 Amber Crabbe. I'm the public policy manager at the San
19 Francisco County Transportation Authority.

20 I just wanted to thank you for the opportunity to
21 review this forward-thinking plan to advance California's
22 ambitious climate goals. The San Francisco County
23 Transportation Authority is the county's congestion
24 management agency and San Francisco's transportation sales
25 tax authority.

1 We developed San Francisco's countywide
2 transportation plan, deliver capital projects, and manage
3 the allocation of numerous local funding programs. We
4 strongly support the direction of the draft CAPTI. We see
5 strong alignment with our own values in the planning and
6 investment strategies we're pursuing in San Francisco,
7 including looking at a way to move forward a congestion
8 pricing program in our downtown.

9 We appreciate the proposal to focus existing
10 programs on expenditures that advance climate goals while
11 maintaining commitments with others and working
12 concurrently to advance the initiatives and seek the new
13 funding urgently needed to respond to our climate crisis.

14 In particular, we strongly support advancing
15 TIRCP funding and identifying other resources to support
16 the deployment of zero-emission bus and rail transit
17 fleets sooner, including vehicles, vessels, and facility
18 upgrades.

19 We also support identifying road pricing or
20 congestion pricing as an important strategy to reduce
21 greenhouse gas emissions and appreciate the proposed first
22 step of establishing a statewide regulated pricing working
23 group. We very much look forward to participating in that
24 effort.

25 We also look forward to partnering with the State

1 to accelerate delivery of electric vehicle infrastructure,
2 rail projects, including high-speed rail protected by
3 (inaudible), and walkways, and transit-oriented
4 development.

5 We also hope the State can identify additional
6 ways to focus investments in a way that improves mobility
7 for rural families and disadvantaged communities, for
8 instance by prioritizing sites for electric vehicle
9 infrastructure, providing subsidies for electric bicycles,
10 and funding needs-based transit fare programs.

11 Thank you and we look forward to partnering with
12 your agencies on these efforts and we'll be following up
13 in writing with more detailed comments.

14 Thanks.

15 CTC CHAIR NORTON: Thank you. Next public
16 comment.

17 JUSTIN HALL: Chair Norton, I see one more
18 attendee indicating they wish to make public comment at
19 this. Up next, we have Tyler Munzing.

20 CTC CHAIR NORTON: Thank you. Tyler.

21 TYLER MUNZING: Thank you and good afternoon
22 Chairs. Tyler Munzing on behalf the American Council of
23 Engineering Companies, California. Just very much
24 appreciate the opportunity to comment on the draft CAPTI
25 and the collaborative effort just between agencies

1 demonstrated here today. ACC California represents over a
2 thousand engineering firms and 25,000 design professionals
3 in private practice in the State.

4 While we support active transportation and agree
5 with the environmental equity and health goals that are
6 reflected here, we are most interested in those additional
7 quantifiable details. Frankly speaking, the reality is
8 that absent new revenues, the State cannot accomplish
9 everything that it wants to do under CAPTI, and also
10 everything that voters were promised when they voted to
11 preserve SB 1.

12 This is an effort that will require identifying
13 funding opportunities, and more robust analysis, and a
14 discussion that we in the transportation construction
15 design industries are ready and willing to engage in.

16 Thank you very much.

17 CTC CHAIR NORTON: Thank you. Justin, does that
18 complete public comment?

19 JUSTIN HALL: Yes, Chair Norton. I see no other
20 public comment at this time.

21 CTC CHAIR NORTON: Okay. I wanted to offer to
22 the commissioners and Board members an opportunity to make
23 other comments and ask other questions. I know I had
24 gotten in between. I have some questions myself.

25 Phil Serna we'll call on you next. I see you.

1 Board Member Serna.

2 CARB BOARD MEMBER SERNA: Great. Thank you,
3 Chair.

4 So I always get very concerned when we have a
5 presentation on something as comprehensive as this Climate
6 Action Plan, and we have a number of organizations and
7 individuals that are very supportive. But when there's
8 one or perhaps two individuals or organizations that are
9 opposed, that's where I really -- it peaks my interest,
10 because I'm very curious to know what the concerns are,
11 what the perceived concerns are and what the real concerns
12 might be.

13 So I wanted to ask Darwin, if he could respond to
14 the -- some of the concerns that were expressed by the
15 carpenters. You know, one of the -- one of the key
16 aspects of the draft plan is to focus on disadvantaged
17 communities and making sure that whatever investments are
18 going to be pursued that there is some direct benefit
19 there. So maybe more broadly, Darwin, you could speak to
20 how there will be an attempt or a very concerted effort to
21 employ locally for various projects based on the
22 investments strategy of CAPTI.

23 CalSTA DEPUTY SECRETARY MOOSAVI: Sorry, I was
24 still on mute there. But thank you, Board Member Serna,
25 for that opportunity to talk about that.

1 You know, specifically about the workforce piece,
2 you know, these are -- we're talking about -- at least
3 right now, the plan is oriented around existing funding
4 programs and existing programs. And we haven't, as part
5 of this effort, directly asked for or suggested additional
6 workforce development related components, in addition to
7 what's existing in those programs. However, you know, it
8 was slightly outside of the scope of the charge. But, you
9 know, to your point about the benefits, and disadvantaged
10 community benefits, and ensuring that these funds, you
11 know, as they have been and continue to be spent in a way
12 that provide workforce opportunities for folks in those
13 communities. Certainly interested in working with you all
14 and folks who have been commenting to come up with
15 opportunities where we can strengthen some of that, if
16 there's opportunity to do so.

17 So any specific comments around that, that folks
18 have, you know, through the public comment process, happy
19 to incorporate. In terms of -- you know, I think some of
20 the comments -- you know, you broader comments and
21 concerns, you know, I think going back to what we heard
22 earlier in terms of this document being a pretty big shift
23 in terms of kind of overall high level policy, you know, I
24 think I just want to make clear that CalSTA and CAPTI
25 recognize and understand that there will be, continue to

1 be many sectors of the economy that rely on driving as a
2 key component of our transportation system. And this
3 document is by no means saying that we're moving away from
4 driving, as we've heard from some of the data points, and
5 whatnot, shared earlier.

6 We have about two percent of the state relying on
7 transit currently. But when you look at our demographics
8 of the need there, and the cost of driving, and our -- and
9 our -- the breakdown there, there's definitely an
10 imbalance in terms of what we need and drivers can
11 certainly benefit from other users being taken off the
12 road. So I do think there's a lot of work we can do to
13 talk more about and discuss with folks who are concerned
14 about these strategies around how this document is really
15 about creating more options and is about more and not
16 about taking anything away.

17 And I think that's an area of concern that we've
18 heard and certainly look forward to engaging in
19 conversations on that and seeing how we can clarify and
20 make that explicitly clear in their document.

21 CARB BOARD MEMBER SERNA: Yeah, I would --
22 appreciate the response. I think moving forward, as you
23 get closer to finalizing the investment strategies, I
24 think it would be very helpful for you to think carefully
25 about how the intersection of job creation, economic

1 development, in -- especially in communities of color,
2 disadvantaged communities, how you could not just dispel
3 some of the concerns that perhaps, you know, may be
4 misplaced in terms of, you know, perceptions that we're
5 trying to do away with cars altogether, but instead maybe
6 explain in, you know, a certain amount of detail how
7 they're -- the investments actually can serve to produce
8 job opportunities in places that are, you know, job
9 deserts right now in disadvantaged communities.

10 I think that's really where the tangible benefit
11 is going to be felt the most. And so I'd encourage you to
12 do that as you get closer to a final document.

13 Thank you.

14 CalSTA DEPUTY SECRETARY MOOSAVI: Appreciate it.
15 Thank you.

16 CTC CHAIR NORTON: Chair Randolph, do you have
17 any comments? I have some closing comments and questions
18 and some input from Executive Director Mitch Weiss.

19 CARB CHAIR RANDOLPH: I just wanted to kind of
20 circle back to the -- I guess, kind of the process
21 question. And this is not necessarily for Darwin, but
22 more for our agency staffs in terms of thinking about, you
23 know, what's the best way to continue to stay engaged in
24 this process, and provide feedback to CalSTA, and also to
25 have the opportunity for the kind of interactive

1 discussion that we're having this afternoon, because I
2 mean so far folks have raised some really great points
3 about kind of at what point will the plan be finished, and
4 then what are the next steps, and how are we going to be
5 sort of following up with those next steps, hearing -- I
6 know Darwin mentioned some annual reporting, but also
7 thinking about, you know, what are ways that CTC, and
8 CARB, and HCD can continue to hear how things are going
9 and provide feedback into the process.

10 So I would really encourage our staffs to kind of
11 huddle up and think about kind of what are some ways that
12 we can specifically kind of put some meat on those bones.

13 CTC CHAIR NORTON: Yeah. Well, that's a really
14 good segue into the conversation we want to have on the
15 upcoming workshops. But before we do that, I did want to
16 ask some questions to Darwin about the idea of growing the
17 pot. Because I think we've had a lot of conversations,
18 you and I, and beyond about what we can do together,
19 especially because much of this plan was written before we
20 had a federal partner, the likes of which President Biden
21 and this Congress.

22 And we have been so excited about the work that
23 we're doing in our congressional briefings with CalSTA and
24 Caltrans, especially along the lines of what we could be
25 doing with TCEP and additional funds to support the work

1 we have both supported on expanding opportunities for
2 electrification and expanding the opportunities to have
3 charging along freeways.

4 And so like with the ATP, which we all support
5 looking at the surplus for additional funding for ATP, how
6 can we start integrating in where we have been very, very
7 effective at addressing some of the things that are listed
8 in CAPTI that don't involve taking our existing money, but
9 actually are taking advantage of our ability to leverage
10 federal funds in ways very few others have, because we are
11 charging our own gas tax increase to have some of these
12 fix-it first strategies.

13 And I think about right now, I went to high
14 school in Washington State. And right now Washington
15 State wishes they had an SB 1. They are really contending
16 with the fact that they don't and they have such crumbling
17 infrastructure.

18 We have the opportunity to leverage it and really
19 grow our ability to go after federal money. So can we
20 talk about how we can grow the grid and grow the funding
21 sources to be applied to these goals?

22 CalSTA DEPUTY SECRETARY MOOSAVI: Certainly. And
23 I think, you know, to your point Chair Norton, I think
24 this is probably -- you know, was not one of the clearest
25 opportunities when this document started being written,

1 but now it's probably one of the best opportunities we
2 have to actually put this document to use in a meaningful
3 way, not to say that our actions in here aren't very
4 meaningful, but the scale at which we're talking about in
5 terms of potentially being able to bring in additional
6 investments to some of this work I think really changes
7 with the efforts that the Biden administration has
8 underway.

9 I'll say a couple -- a couple things. You know,
10 I think there's -- I kind of think of the tangible impact
11 that new federal funding can have in different ways. One
12 is additional new, prescribed or flexible, funding that we
13 could put towards these uses that are given, whether
14 through formulaic avenues or additions to existing
15 programs or whatnot. And we're certainly interested in
16 using the CAPTI framework to help guide the types of
17 things we invest with those projects. And that could
18 really grow our ability as a state to invest in
19 implementing the framework and -- but in addition to that,
20 I think then there's the competitive nature of federal
21 programs that may see an increase of funding at the
22 federal level.

23 And as we've already seen, I think the Biden
24 administration is already adopting new criteria and
25 perspectives in terms of how they're looking at their own

1 programs and what makes for competitive projects. So as
2 much as, you know, we can align our funds, I think, you
3 know, as we all know the most competitive federal project
4 is the one that has State dollars on it or local dollars
5 on it. And the INFRA program, for example, that released
6 a NOFA a month or so ago added two new criteria, one was
7 around climate, specifically calling out VMT. One was
8 round racial equity. And as we fund projects and
9 prioritize our projects around the same criteria, I think
10 it puts us at a competitive advantage to have projects
11 that are at the ready to be able to compete for those
12 federal funds.

13 We haven't talked a lot about this here today,
14 but a key aspect of this, and I know this is not as
15 exciting to engage, because it can be longer term, but
16 that's very, very important, is planning and ensuring that
17 we're building a project pipeline and planning for a
18 project pipeline that aligns with outcomes that we're
19 looking for.

20 You know, a lot of the conversation is certainly
21 around funding and what we fund right now. But I think
22 there's a lot in this document that can also support
23 planning particularly in regions that don't have the
24 resources to do a whole lot of new robust planning
25 themselves using those State resources through Caltrans to

1 support regions in coming up with solutions to these
2 transportation problems of the 21st century and
3 positioning those projects to be able to compete for
4 federal dollars I think will be key. So there's a lot in
5 here that I think, you know, synchs up well with efforts
6 of the Biden administration. And I appreciate you
7 bringing up that opportunity.

8 CTC CHAIR NORTON: Okay. And the only thing I
9 wanted to ask was about our concerns about making sure
10 that we have this alignment of gas tax to road user
11 charge, so that there's no dip in funding, because we
12 really do need to make sure that we continue to have these
13 accounts for the jobs and the goals that we fought for
14 with SB 1 and fought against in Prop 6, so that we could
15 make sure that we had the money to build these projects.
16 And so how are we being able to look at where the base
17 years are and where our progress is, so that when we
18 address the need for switching from a gas tax to something
19 else, that there is no net loss of funding for all of
20 these infrastructure projects.

21 CalSTA DEPUTY SECRETARY MOOSAVI: Yeah. It's
22 obviously a key and critical question. You know one that
23 also came up this morning in the ZEV conservation, I think
24 as we saw with the ZEV conservation, it's one that is
25 broader than anyone of these single-layer plans. And

1 there are more programs than just the ones listed here
2 that would even potentially be impacted. And, you know,
3 so we -- as a result of that, we didn't think that this
4 particular plan that looks at leveraging our
5 transportation dollars to prioritize pro -- you know,
6 specifically projects around climate was the place to talk
7 about the long-term need for revenue for transportation.

8 However, you know, as you know, it's something
9 that we're at CalSTA very committed to and through our
10 efforts and coordination with you all is the road charge
11 effort. It's something that we want to partner --
12 continue partnering with you on.

13 I'm happy to explore if there's -- if there's
14 ways that we can make sure that -- and I think this might
15 be important to make sure that we acknowledge that need
16 within this effort. I think that's important and then we
17 can certainly talk about, you know, those efforts that
18 we're undertaking to address it at a different time.

19 CTC CHAIR NORTON: Thank you, Darwin.

20 I see that we don't have any more public comment
21 nor Commission or Board member comments. I did want to
22 throw this to Executive Director Weiss, because Chair
23 Randolph and I had spoken about what we can do in the ways
24 of these joint meetings. And because I'm all of 19 months
25 as a Commissioner and Chair Randolph is new in her role,

1 could you just define and let us know in these joint
2 meetings what our capabilities are in terms of actions, et
3 cetera. And then could you also talk a little bit about
4 our future workshops and what the format is going to be,
5 because I think all of us here within earshot are going to
6 want to participate.

7 CTC EXECUTIVE DIRECTOR WEISS: Sure. Yeah, I can
8 touch on both of those very briefly.

9 CTC CHAIR NORTON: Thank you.

10 CTC EXECUTIVE DIRECTOR WEISS: So there -- first
11 of all, regarding the action, we've been advised by our
12 counsel and our understanding is that it's the same with
13 CARB that this joint format would not be appropriate for
14 taking action. You know, it's really up to us here to
15 have these robust conversations like we -- like we did
16 today and then take those back and incorporate those into
17 actions we're doing in the individual bodies.

18 You know, beyond that, you know, nothing has been
19 noticed for action. So, you know, that would be a
20 significant -- second very significant barrier to taking
21 action.

22 Regarding the CAPTI workshops that have been
23 mentioned previously, we, in conjunction with Caltrans and
24 CalSTA, are holding two workshops on April 20th and 23rd,
25 both in the afternoon. They'll be using this same format

1 that -- everybody loves this -- you know, I don't want
2 we're -- GoToWebinar, yes, that's the one we're using
3 today.

4 And we'll -- you know, our goal is to try to go
5 through some of the strategies that are laid out in the
6 first half of the document on the first workshop and the
7 second half on the second half. We're going to be
8 noticing these, because we expect we'll have a quorum of
9 commissioners there, but these won't be run like a
10 commission meeting. It will be a staff run workshop.

11 CTC CHAIR NORTON: Yes. And those workshops --

12 CARB CHAIR RANDOLPH: Can I ask a clarify --

13 CTC CHAIR NORTON: -- will be completely with
14 other -- with other agencies, correct? I mean, CTC will
15 run it, but there are other agencies participating, is
16 that correct?

17 CTC EXECUTIVE DIRECTOR WEISS: Yes. Yes. We'll
18 be coordinating with CalSTA and Caltrans.

19 CTC CHAIR NORTON: Chair Randolph.

20 CARB CHAIR RANDOLPH: I'm sorry to interrupt, but
21 I just wanted to ask a clarifying question. So I
22 understand, you know, this meeting is definitely not
23 noticed for any action and I just wasn't sure that, you
24 know, whether or not in the future, there might be
25 opportunities to structure actual notice and a format that

1 would lend itself to that. And that's not something we
2 necessarily have to address today, but I would certainly
3 encourage our staffs maybe to get together and kind of
4 have that conversation, because, you know, it could be any
5 range of things. It could just be some sort of kind of
6 high level direction to staff about things to think about
7 between, you know, before the next meeting or it could
8 even be some kind of sort of noticed kind of joint kind of
9 statement in support of something or -- I mean, it seems
10 like there could be any number of options, so long as they
11 were consistent with both the Bagley-Keene Act and with
12 whatever the operating rules for each of our agencies is.

13 So I guess I just kind of wanted to encourage
14 that conversation to kind of continue to think about what
15 opportunities there might be potentially in the future for
16 good coordination and good direction.

17 CTC EXECUTIVE DIRECTOR WEISS: Thank you. We'd
18 be happy to continue that.

19 CTC CHAIR NORTON: Yes. And I think -- I want to
20 say that this has been an ongoing process of greater and
21 greater collaboration as we continue our work together.
22 And so I just wanted to say thank you so much for all of
23 the participants really engaging deeply in these
24 conversations. Darwin, you've been champ standing here
25 for like two hours now, nearly three.

1 And so, Mitch, I did want to make sure that
2 before we left, that we did go through a little bit of
3 what we have been able to accomplish together and a little
4 bit of the agency updates and then to thank everyone and
5 we will adjourn.

6 CTC EXECUTIVE DIRECTOR WEISS: Yes. And -- well,
7 and in the interests in making sure that people get to
8 dinner on time, I will make my presentation very brief.

9 (Laughter.)

10 CTC EXECUTIVE DIRECTOR WEISS: First of all, this
11 has been -- this has been very exciting. I really enjoyed
12 the robust conversations that we've had. And as Chair
13 Norton mentioned --

14 (Timer showed three minutes.)

15 (Laughter.)

16 CTC EXECUTIVE DIRECTOR WEISS: Thanks to my team
17 there, I will not be that brief.

18 (Laughter.)

19 CTC EXECUTIVE DIRECTOR WEISS: I'll be presenting
20 on behalf of CTC, HCD, and CARB staff, just giving a very
21 quick update on some of the things focusing on what we've
22 done since our last joint meeting.

23 First of all, as Director Velasquez mentioned,
24 they're in the final stages of adopting regulations for
25 their Prohousing Designation Program. The regulations

1 will be used to promote, evaluate, and incentivize housing
2 support of local policies.

3 At our last meeting, we had Dr. Karen Chapple
4 present to us 16 recommendations for State housing,
5 climate, and transportation policy. And our staffs are
6 working together to look at those, analyze those, and
7 figure out how we might -- how we might possibly implement
8 those in the -- in the future.

9 We talked about the importance of incorporating
10 equity in our decision-making at that meeting -- our last
11 meeting and wanted just to highlight quickly a few things
12 that we've done. First, the Commission adopted a racial
13 equity statement in January. And we've refocused a vacant
14 position to focus on equity and public engagement. And I
15 look forward to being able to announce our new team member
16 very, very, very shortly.

17 On that same note, in January, Chanell Fletcher
18 was appointed to the position of Deputy Executive Officer
19 of Environmental Justice at CARB. And prior to joining
20 CARB, Chanell served as Executive Director of ClimatePlan,
21 a non-profit organization focused on advancing policies and
22 programs to realize more sustainable and equitable
23 development throughout California.

24 I'd like to recognize some of HCD's work to
25 combat housing discrimination and foster inclusive

1 communities for all. This has been enhanced by mandates
2 under AB 686 for public agencies to affirmatively further
3 fair housing in all housing and community development
4 programs and activities. And they'll be working in the
5 coming year with public agencies to meet these new
6 requirements.

7 And between these meetings we've really continued
8 to improve our coordination as staffs to reach the common
9 goals that we all have. Some of those -- the formats that
10 we've coordinated include work groups such as the Housing
11 and Transportation Coordination Work Group, State Agency
12 MPO Work Group, Interagency Resiliency Work Group, CAPTI
13 Interagency Work Group, ZEV Market Development Strategy
14 Work Group. Clearly, we're really good at work groups.

15 (Laughter.)

16 CTC EXECUTIVE DIRECTOR WEISS: Yeah, these -- you
17 know, and as agencies, we -- these efforts really rely
18 heavily on public feedback and input and we work hard to
19 prioritize opportunities for public engagement. These
20 venues really provide an important pathway for
21 implementing the concepts and ideas that we discuss at our
22 joint meetings.

23 You know, and our teams have also worked on a
24 number of guideline development areas in programs and, in
25 some cases, on evaluations of projects. These include the

1 Active Transportation Program, the Solutions for Congested
2 Corridors Program, Local Partnership Program, Trade
3 Corridor Enhancement Program, Transit and Intercity Rail
4 Program, and the Sustainable Transportation Equity
5 Project. And we look forward to, in the coming years,
6 expanding and deepening this coordination as we move to
7 more funding and try to grapple with some of the issues
8 that we've discussed today.

9 In the interests of time, I'm stopping here,
10 boss.

11 (Laughter.)

12 CTC CHAIR NORTON: You don't want to run out the
13 clock.

14 Thank you very much, Executive Director Weiss.

15 Chair Randolph, do you have any closing words for
16 us today?

17 CARB CHAIR RANDOLPH: No, I think I -- I think I
18 covered it in terms of thinking about our next steps. And
19 again want to thank everyone for a really, really great
20 discussion.

21 CTC CHAIR NORTON: Yeah. Thank you. We have no
22 public comment under public comment. So I want to thank
23 you all, everyone who came as a commissioner, Board
24 member, a presenter, and the public. The best parts of
25 these joint meetings are for us to think through things

1 together and to make sure that everybody hears that these
2 are the things weighing on our minds. You can see that
3 electric vehicles have touched a lot of different areas of
4 the state, as well as CAPTI. And so it's important to
5 think out loud together.

6 And I just want to thank Chair Randolph, and
7 Director Velasquez, and all of our teams for making sure
8 that we are coming together in the spirit of cooperation
9 and conversation, so that we can really hear each other
10 and build a better state together.

11 Thank you very much. And with that, our meeting
12 is adjourned.

13 (Thereupon the California Air Resources Board,
14 California Transportation Commission and
15 California Department of Housing and Community
16 Development meeting adjourned at 3:14 p.m.)
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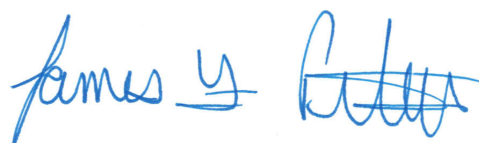
CERTIFICATE OF REPORTER

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
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