

1 know, kind of finalizing that type of data, and again
2 bringing it to the community that I think -- I'll commend
3 CARB on a couple of workshops they had a few months back
4 around community listening sessions, around freight,
5 around ports, and everything, because I thought those, you
6 know, kind of went really well. I think -- would love to
7 see where it -- what the next steps are from that. I
8 think, you know, having that follow through is incredibly
9 important as well.

10 CARB CHAIR RANDOLPH: And I think it's the
11 Warehouse Handbook that you're thinking of.

12 GRECIA ELENES: Yes.

13 CARB CHAIR RANDOLPH: Okay. Thank you very much.
14 Commissioner Lyou.

15 CTC COMMISSIONER LYOU: Thank you, Chair
16 Randolph. I guess I have part comment, part
17 recommendation, part Coalition for Clean Air advocacy hat,
18 part CTC hat, and part history lesson here. But, you
19 know -- and maybe part personal history lesson, because,
20 you know, 20 years ago, I was deeply involved in
21 environmental justice stakeholders group with Air
22 Resources Board. And through that process, we really
23 honed in on what we thought were the two most complicated
24 and difficult issues when it came to environmental
25 justice, and that was cumulative environmental impacts and

1 land use.

2 And through that process, we helped develop a
3 land-use recommendations guidance document that the Air
4 Resources Board eventually adopted. It was quite a fight
5 over what would go in and what would not go into that
6 document. And I would just say in response to Dr. Balmes'
7 comment that, you know, what the Air Resources Board can
8 do from my perspective is probably revisit that and take
9 another look at it, because it's been nearly 20 years
10 since that was adopted, but also think of it in terms of
11 the fact that that land use recommendations document has
12 had real staying power, and people still refer to it, and
13 look at it, and rely upon it, because if you look at it
14 from a local elected official land-use decision-maker's
15 perspective, they get very little opportunity to learn
16 about these issues when it comes to air quality and public
17 health impacts. And they find it I think at times very
18 useful to have this sort of information.

19 And along those lines, of course, the Warehouse
20 Handbook is another extraordinarily important resources
21 for those local land-use decision-makers to have. And
22 sometimes they may choose to ignore it and sometimes they
23 may not, but at least the Air Resources Board and others
24 could help by providing that information and making sure
25 that they do have that information and they make informed

1 decisions.

2 One other thing that came out of the advocacy
3 work was many years ago a request to your Executive
4 Director that with key important huge projects that the
5 Air Resources Board use their resources to comment on
6 Environmental Impacts Reports. It wasn't necessary to
7 comment on all of them, just the -- a few really important
8 ones. And that has worked really, really well, because
9 when the Air Resources Board bothers to take a look at an
10 Environmental Impact Report and submit comments, I think
11 the decision-makers pay particular attention to that.

12 And so I have found that over the years, and very
13 grateful that the Air Resources Board has done this, that
14 these few key important projects do get comment letters,
15 has been really important. Another thing that we haven't
16 really talked about is how SB 375 might be improved in
17 order to give the Air Resources Board a little more
18 leverage when it comes to local air quality issues, as
19 well as, you know, obviously the greenhouse gas goals, and
20 perhaps other things.

21 And I know there was legislation and there is
22 legislation seeking revisions to strengthen SB 375. But
23 that is an important tool I think to get to local land use
24 decision-makers. When SB 375 was adopted, I was a little
25 skeptical. It was I forget how many pages. It was like

1 60-, 70-page legislation, which is frustrating, because
2 it's hard to really get a grip on how it might impact
3 things.

4 But one of the things I didn't anticipate, and I
5 saw immediately was that city council members and
6 supervisors immediately started paying attention to
7 climate issues, because they had to. And I hadn't
8 anticipated how important 375 was for those reasons. So I
9 think strengthening 375 would be an important reminder to
10 local land use decision-makers about how they can play an
11 important role in our climate and air quality goals
12 through their land use decisions.

13 And one last thing, in terms of the tools, the
14 mention of CalEnviroScreen, now that was a direct result
15 of the efforts to address that very complicated issue of
16 cumulative environmental impacts. We did less well when
17 it come to land-use decisions. And we are now, I think,
18 developing tools that might be useful. And CalSTA and
19 Caltrans are putting work into the development of an
20 equity index for transportation issues to the
21 implementation of the CAPTI - again the acronyms - the
22 Climate Action Plan for Transportation Infrastructure.

23 And I think maybe what might be necessary in
24 terms of tools would be a land use -- incompatible land
25 use index of some sort from an air quality perspective,

1 both in terms of toxic air contaminants, but also maybe
2 what happens when you have other, you know, criteria
3 pollutant emissions in local communities. I don't know if
4 that would be possible, but certainly we're in an era of
5 big data. And using perhaps the principles in the land
6 use guidance document to develop land use -- incompatible
7 land use index of some sort might be helpful to.

8 Anyway, thank you for all of that.

9 CARB CHAIR RANDOLPH: All right. Thank you.

10 Any other clarifying questions before we move on
11 to public comment?

12 Okay. All right. Board Clerk, can you call for
13 public comment. Oh, I'm sorry, Chair Norton, did you want
14 to speak before public comment?

15 CTC CHAIR NORTON: I only wanted to speak about
16 the non-clarifying questions on the public comment issues
17 of housing in general. And I want to thank you Grecia
18 Elenes for your great presentation. And you raise really
19 important issues about locating housing and locating jobs
20 near housing.

21 Land use is really, really crucial and I'd like
22 to actually speak to Gustavo Velasquez and Tyrone from the
23 Housing and Community Development Department, because we
24 are seeing over and over again that our goals to
25 implement, as you spoke of, one of the most ambitious

1 efforts to create new housing is being thwarted against
2 NIMBYism, it's being thwarted some real challenges in
3 trying to get things entitled as infill housing,
4 specifically to help communities that Ms. Elenes was
5 talking about.

6 I personally have been part of a testimony just
7 as a member of the public in a project in Alhambra that
8 proposed 790 units infill housing and that city rejected
9 it after over 20 community meetings and after including
10 those units as part of their RHNA analysis. How can we
11 make sure that we're not only developing on the outskirts,
12 because NIMBYism is so profound, but we actually take
13 advantage of some of the new State legislation to require
14 housing in infill communities that benefit the localities
15 that they're working within, so that we can have better
16 community access and better land-use development near
17 transit?

18 CARB CHAIR RANDOLPH: Director Velasquez.

19 HCD DIRECTOR VELASQUEZ: Yes, if I may comment.
20 Thank you for that, Chair Norton. That was -- that was a
21 good summary of that example you gave from that community,
22 just a good example of things that we see every day
23 happening across communities in California. As I
24 mentioned in my opening remarks, we're entering at what we
25 call the sixth cycle of the RHNA goals for more housing,

1 the Regional Housing Needs Assessment. We are reviewing
2 housing elements across especially the Southern California
3 region, the San Diego, and the LA area regions. And
4 obviously there is tremendous pressure on local
5 jurisdictions, because the numbers are ex -- very high, as
6 they should be, as they should be.

7 I mean, under-production of housing in this state
8 is, you know, crushing many families, especially low
9 income families, communities of color, because of the
10 increasing cost of housing. And that is because of the
11 limited supply. Pure simple, it's just basic economic --
12 theory and economic reality that we're seeing.

13 So the pressure is tremendous. So when we're
14 reviewing these housing elements, we have to ensure that
15 cities are contemplating actually greater numbers than
16 what the RHNA goals are, because in order to get to the
17 RHNA goals, they have to contemplate, you know, new areas,
18 kind of -- just a lot of rezoning in new areas, but
19 with -- we're being very intentional at reviewing those
20 sites that are specifically calling for the intersection
21 of climate -- excuse me -- climate goals, reducing vehicle
22 miles traveled, infill area, the kinds of important things
23 that you just mentioned job -- proximity to job centers,
24 reducing concentration of poverty. All of those goals
25 that combined make for a great housing element plan,

1 that's what we're looking for.

2 And the -- we know that there is a lot of
3 pushback. I mean right now, HCD has been sued for
4 those -- for these RHNA goals in the Southern California.

5 There's been attempts also in the Bay Area
6 region. I mean, we are going to be facing, all of us, a
7 tremendous amount of work to make this housing -- new
8 housing goals make -- to make them a reality for the next
9 eight to nine years, especially housing that is affordable
10 for low- and moderate-income families and individuals. So
11 the -- one of the keys, in addition to funding, in
12 addition to the right policy climate and we have great new
13 legislation from the last three years that is advancing --
14 is helping facilitate streamlining and the acceleration of
15 approvals at the local level.

16 All that is great, but at the end of the day who
17 decides warehousing is built, how fast it's built, where
18 it's built is at the local level. So the Governor has
19 announced the creation of a new housing accountability
20 unit at HCD, yesterday, I was with attorney general Bonta,
21 who himself just created a strike force similar kind of
22 unit of more attorneys to focus on this issue of housing
23 accountability.

24 So we are not going to hesitate when these local
25 jurisdictions continue to side with their NIMBY

1 you so much. I'm Suzanne Hague with CARB and I'm joined
2 today on this Panel by Megan Kirkeby and Laura Pennebaker
3 from HCD and CTC respectively, two outstanding colleagues
4 in our sister agencies. And we're here today to discuss
5 the intersection of housing, transportation, climate, and
6 equity, and how our agencies are coordinating toward these
7 shared goals.

8 So next slide, please.

9 --o0o--

10 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
11 HOUSING EXPERT HAGUE: I'm first just going to give some
12 context for this interagency work starting with our
13 housing needs and challenges.

14 Next slide, please.

15 --o0o--

16 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
17 HOUSING EXPERT HAGUE: So many of you will have heard the
18 term housing crisis in recent years, but our current
19 crisis is not a new phenomenon. So this chart shows
20 housing permits over the past 40 years. And the dotted
21 green line at the top represents the number of units
22 needed per year to keep pace with demand through the year
23 2050 -- excuse me, through 2025. So as you can see,
24 production has fallen far short of that level for several
25 decades. We heard Director Velasquez refer to this just a

1 few moments ago.

2 Next slide, please.

3 --o0o--

4 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
5 HOUSING EXPERT HAGUE: And so, of course, the -- one of
6 the effects of the lack of available housing is that
7 housing prices have continued to rise with a recent record
8 high median price for sale homes of over \$827,000.

9 Next, please.

10 --o0o--

11 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
12 HOUSING EXPERT HAGUE: Thanks. And rents are also, of
13 course, rising as is seen in this orange line in the chart
14 above, while renter income has not kept pace. And that's
15 represented here in the gray line below.

16 Next, please.

17 --o0o--

18 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
19 HOUSING EXPERT HAGUE: So as a result, many households
20 spend an outsized portion of their income on housing. So
21 these bars represent renters who are severely cost
22 burdened. And what means is that they are paying more
23 than half of their total earnings just to have a place to
24 live. So we can see that the majority of severely cost
25 burdened households are in the lowest income category,

1 that category to the left, while as we move to the right
2 of the chart, higher income folks are much less likely to
3 experience severe cost burden.

4 --o0o--

5 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
6 HOUSING EXPERT HAGUE: And then a culmination of this --
7 of our housing crisis is that over 161,000 of our fellow
8 Californians are currently experiencing homelessness. And
9 over 70 percent of those are estimated to be unsheltered,
10 which is the highest rate of unsheltered homelessness in
11 the nation. So that is basically the equivalent of an
12 entire mid-sized city of folks who do not have a safe and
13 dignified place to lay their head at night.

14 --o0o--

15 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
16 HOUSING EXPERT HAGUE: So our housing crisis limits our
17 choices about where and how we live. It also limits
18 choices about how we get around in our daily lives,
19 because when we have limited housing choices, we have to
20 travel farther to obtain housing, and that increases the
21 amount of time and money that we spend on transportation,
22 and in particular it affects how much we have to drive to
23 get to where we need to go. And in technical terms, this
24 is referred to as vehicle miles of travel, or VMT.

25 Next.

1 --o0o--

2 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
3 HOUSING EXPERT HAGUE: So as is well known, California has
4 extremely ambitious greenhouse gas reduction targets. You
5 can see that dotted blue line in this chart, that meeting
6 these targets in the coming years, the 2030 goal, the 2050
7 goal will require more, better, and faster emission
8 reduction strategies.

9 --o0o--

10 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
11 HOUSING EXPERT HAGUE: And to meet these GHG targets, we
12 must reduce how much we are forced to drive. So on this
13 chart, the dotted blue line represents the downward trend
14 in per person miles driven or VMT that we need to see in
15 order to achieve those GHG targets, but the black line to
16 the left shows the actual per person driving steadily
17 increasing over the past decade or so, so moving in the
18 opposite direction of our goals.

19 --o0o--

20 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
21 HOUSING EXPERT HAGUE: And as we saw in housing, cost
22 burden of driving is also not equally borne. It is
23 greatest for those with the lowest incomes. So these
24 bars -- the blue bars represent income and the orange line
25 of this chart represents the share of income that is spent

1 on transportation costs. So we can see that those who are
2 paid the least are spending an outsized fraction of their
3 income just to get to where they need to go.

4 --o0o--

5 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
6 HOUSING EXPERT HAGUE: So we've seen that our limited
7 housing and transportation choices have disproportionate
8 impacts. I'd like to touch now on how some of the
9 conditions that limit housing choices and cause increased
10 vehicle travel are also exacerbating issues of equity and
11 inclusion.

12 --o0o--

13 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
14 HOUSING EXPERT HAGUE: So in California, as well as
15 nationally, our neighborhoods are becoming more
16 segregated. These maps by UC Berkeley by Othering and
17 Belonging Institute show in red areas of segregation, so
18 we can see over the past 40 years that segregation has
19 increased throughout the state.

20 --o0o--

21 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
22 HOUSING EXPERT HAGUE: And residential segregation matters
23 for a number of reasons. It correlates with many metrics
24 of well-being, including education, economic success,
25 health, and life expectancy itself. So this graphic

1 illustrates life expectancy gaps across races in cities
2 with low, medium, and high levels of segregation.

3 So first, we should note there is a considerable
4 gap in life expectancy between races everywhere. But
5 living in a highly segregated city could mean on average
6 the difference of nearly seven additional years of life.

7 --o0o--

8 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
9 HOUSING EXPERT HAGUE: Residential segregation -- oops,
10 can you go back one slide?

11 Thank you.

12 Residential segregation is also related to where
13 and how we build housing. So in particular, the degree of
14 segregation in a community is related to its percentage of
15 single-family housing, which tends to be the lowest
16 density form of housing. So the lines on this chart are
17 showing percentages of population by race, and moving from
18 left to right we're seeing increasing percentages of
19 residential areas that are limited to single-family
20 housing.

21 So we see at the far right of this chart moving
22 towards 100 percent of residential areas that are
23 designated as single family. We also move closer to 100
24 percent segregation between white and non-white
25 populations.

1 --o0o--

2 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
3 HOUSING EXPERT HAGUE: And the relationship between
4 segregation and housing, of course, stems from practices
5 of legally sanctioned racism in land use and housing,
6 including, but not limited to, the federal government's
7 historical practice, known as red-lining, which also came
8 up in the discussion earlier. And thank you to Dr. Balmes
9 for elucidating for us that there's also this connection
10 to public health impacts today in areas that were formerly
11 red-lined. And that was where homes were deemed basically
12 more or less qualified for mortgage lending based on the
13 racial makeup of the neighborhood.

14 Next slide.

15 --o0o--

16 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
17 HOUSING EXPERT HAGUE: Woops. I'm -- yeah, that's -- so
18 today, low-density housing, especially single-family
19 housing, continues to constrain housing supply and
20 restrict access to opportunity. So here we see on the
21 left a partial map of the Bay Area, with single-family
22 zoning shown in pink. And this study found that 85
23 percent of all residential areas within the Bay Area are
24 exclusively single family. And that constraint that that
25 puts on housing production is evident in another study,

1 which found that between 2011 and 2015, the Bay Area
2 region created over 500,000 new jobs, but only 65,000 new
3 homes, so that's one unit of housing for every eight jobs
4 created.

5 --o0o--

6 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
7 HOUSING EXPERT HAGUE: And this is not just a Bay Area
8 problem. So low density, single family, and exclusionary
9 zoning contributes to a spatial mismatch between jobs and
10 housing throughout the state. So in the map on the left,
11 we can see more jobs concentrated in coastal areas,
12 whereas on the right we see housing growth concentrated
13 inland. And this condition exacerbates cost burden, it
14 exacerbates VMT, and it exacerbates segregation.

15 So it is imperative for our housing -- excuse me,
16 our housing and transportation, our climate, and our
17 equity goals that we reverse this trend to provide more
18 housing choices and more mobility options that support
19 more sustainable and equitable places for all
20 Californians.

21 --o0o--

22 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
23 HOUSING EXPERT HAGUE: So with that context, I'm pleased
24 to introduce my colleague Megan Kirkeby with HCD. Megan
25 is going to discuss State agency coordinations who advance

1 these shared objectives.

2 Thanks, Megan.

3 HCD DEPUTY DIRECTOR KIRKEBY: Thank you.

4 Can you shake your head, Suzanne, just to let me
5 know if you can hear me?

6 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
7 HOUSING EXPERT HAGUE: (Nods head.)

8 HCD DEPUTY DIRECTOR KIRKEBY: Great. Well,
9 welcome, everybody. I love that we're all doing this
10 presentation together, because I think it's a part of the
11 message that we're trying to get across to all of you.

12 So you can move to the next slide.

13 --o0o--

14 HCD DEPUTY DIRECTOR KIRKEBY: I'm going to talk a
15 little bit about how as much as some folks would like to
16 drive a wedge between all of us, but actually the only way
17 that we're achieving our goals is by working together, and
18 that housing production, VMT reduction, greenhouse gas
19 reduction, transportation access are all mutually
20 reinforcing goals. And part of -- and part of each of
21 that, we need to take -- continue to keep a social and
22 racial equity mindset in our work, if we want to achieve
23 our goals.

24 Housing production is a VMT reduction strategy.
25 That means giving Californians affordable housing options

1 closer to their daily destinations. We're going to see
2 trip reduction. We may even see elimination of trips.
3 And actions that provide transportation choices and
4 support VMT reduction also support our housing goals. So
5 just one example of that is that when we introduce
6 transportation demand management strategies, when we give
7 people more ability to take transit and reduce car
8 ownership and usage, that also reduces demand for parking.
9 And parking is a huge cost of infill housing production.
10 And so that there is an ability to get more housing done,
11 if we can support our transportation side of the equation
12 as well.

13 And it's also about access to different modes of
14 transportation. So it's -- it's public transit, which can
15 reduce the dominance of single-occupancy vehicles. And we
16 see this time and time again in the housing development
17 community, that it's literally the difference between
18 whether you get 50 units or 80 units, or between 80 units
19 and 150 units, that when you can really pave the way for
20 reduced car ownership, we are getting more housing in the
21 right places and getting more households able to access
22 the various amenities of their community, including
23 transit. And public transportation, active
24 transportation, car sharing, all sorts of different
25 options are all going to support each other.

1 And likewise, transportation needs housing to be
2 successful. Public transportation is dependent upon
3 ridership, and that that only comes into being when we see
4 it be enhanced by denser housing and particularly
5 affordable housing that's going to support that
6 multi-modal transportation.

7 So many of you have seen me give a speech about
8 this many times. Why is a housing element important to
9 your transportation planning? And a lot of people talked
10 about 375 today. And, of course, we all have our
11 skepticism, but it's the only way we're going to get
12 there. If you haven't done your housing planning, then
13 you are not meeting your best transportation outcomes. So
14 they are inextricably linked. You do need to see high
15 densities and robust infill housing production and
16 different types of housing choices in order to expand
17 transportation access or make it viable at all.

18 And all three of these goals is crucial to the
19 equity piece of it -- the equation. We aren't going to
20 get there by producing housing near transit alone or in
21 our existing low-VMT communities. In many cases, that is
22 aligned with our history of segregation, and red-lining,
23 and a history of how we've built our communities. So,
24 yes, we have low-VMT communities today that have great
25 transit access, but might have -- might need community

1 development in other ways. And then we also have higher
2 VMT communities that need to be part of our VMT and
3 greenhouse gas reduction strategy.

4 So it's about giving all households an
5 opportunity to live within high-resource communities where
6 there are good schools, child care, parks, low pollution,
7 and lots of jobs. And so we're talking about infill areas
8 that might have higher VMT today, but these are still
9 places where we can increase transit potential and
10 ridership at the same time, as well as addressing a lot of
11 what you've heard about earlier today, affirmatively
12 furthering fair housing, which is an obligation of every
13 single one of our agencies.

14 And so we need to be thinking about communities
15 that might have a broader range of resources today, but
16 might be high VMT because of a lack of dense housing, a
17 lack of affordable housing, and a history of community
18 development that really promoted single-family car
19 ownership as the only -- as the only mode.

20 And so by intensifying land use in those
21 communities, we -- we're hitting a lot of our -- of our
22 goals, and we're achieving VMT reduction in places we
23 didn't -- we weren't sure it was possible. And so all of
24 us working together is part of how -- is going to support
25 each other. And so we all are working together through

1 our State agency coordination.

2 If you can go to the next slide.

3 --o0o--

4 HCD DEPUTY DIRECTOR KIRKEBY: So HCD has been
5 working across agencies for a long time on some of our
6 programs promoting location efficiency. So in every
7 single HCD program location efficiency is a component.
8 And that -- a lot of that comes back to the development of
9 our Transit-Oriented Development Program, which was then
10 sort of the predecessor to the Affordable Housing
11 Sustainable Communities Program and Infill Infrastructure
12 Grant Program.

13 We hired Bob Cervero, a transportation academic,
14 to help us design a housing program, because we knew if we
15 were going to achieve these mutual goals, we needed to
16 be -- we needed to be building housing and supporting
17 housing that achieved VMT reduction, achieved vehicle
18 miles traveled reduction, promoted transit ridership
19 through a variety of means, including density and
20 distance, as well as affordability and reduced parking.

21 So you can go to the next slide.

22 --o0o--

23 HCD DEPUTY DIRECTOR KIRKEBY: And so we do this
24 through our funding programs, but we also do this through
25 our land use components. I'm very happy that Director

1 Velasquez got a chance to talk about our Housing
2 Accountability Unit, because underlying everything we do
3 is the housing element. It's the only element of the
4 general plan for all of these communities that is reviewed
5 by the State. And in some ways, it is -- it is our nose
6 under the tent so to speak to really talk to local
7 governments about their housing planning, but also the
8 broader universe.

9 And, yes, they have to do all the other elements
10 of their general plan, but they really need to achieve
11 substantial compliance with us on their housing element
12 side. And we've made huge progress this cycle in getting
13 that housing planning in the right places. And yes, as
14 Director Velasquez said, we're going to be challenged on
15 that. When you change the status quo, it's hard, it's
16 intimidating, but we're going to see more housing go where
17 it's needed, where that pent-up demand has existed due to
18 some additional oversight, some better methodology of our
19 housing goals.

20 And then we have the backbone of enforcement.
21 And this will be expanded further in January through
22 another piece of legislation called AB 215, but this
23 allows us to no longer make housing elements a paper
24 exercise that sits on a shelf. It is a contract you make
25 with State for eight years. And you'll see us, you know,

1 in the news probably a bit over the next few years, but
2 reminding people of that contract they made with the State
3 to uphold these commitments to make housing happen in
4 their communities. We're only asking jurisdictions to do
5 what's within their control. But we know that what's
6 within their control can change a lot of the equation,
7 whether that's fees, or permit processing time, or looking
8 for solutions instead of problems when it comes to
9 approving housing.

10 And then accessory dwelling units has been a
11 great -- a great win for us. You know, that is a way to
12 increase infill housing. There's no such thing as a
13 non-infill ADU or if there is, you can -- you can send me
14 a text message about it. But, I mean, this is a really
15 important growth strategy for communities that have spent
16 a long time building too few tight -- housing types to
17 slowly increase the amount of housing in their community.

18 And this used to be something that five years ago
19 was 800 units a year as a state and has been 12,000 new
20 homes for the last two years and we expect that to
21 increase with a lot of the support from CalHFA's ADU
22 financing program as well as almost every jurisdiction
23 that's worked on a housing element this cycle is putting
24 in really supportive policies, including template plans,
25 low finance -- low-cost financing, expedited permitting,

1 lower fees to make ADUs a bigger piece of their housing
2 solution.

3 You can go to the next slide.

4 --o0o--

5 HCD DEPUTY DIRECTOR KIRKEBY: And we aren't doing
6 this in an adversarial role. I will say that in almost
7 every sense jurisdictions let us know that, you know, it's
8 helpful. It's helpful sometimes if we can be the bad guy,
9 but that they know a lot of what I talked about with that
10 Venn diagram or that, you know, sort of expanded Venn
11 diagram is economic development in their communities, the
12 being able to have your grandkids live in town, that --
13 all sorts of things that are -- that are important to a
14 community are reliant on housing happening, including
15 transportation efficiency.

16 And so we are using our role through the housing
17 element process, but also through our very -- our very
18 supportive planning grants. So we've already put out \$400
19 million, which has never happened before going into a
20 housing element cycle focused on getting jurisdictions and
21 regions ready for this higher bar of housing in the right
22 places. And all of those planning grants come with this
23 mentality I've talked about, that the -- of mutually
24 supporting goals. So we aren't just giving people money
25 to make more housing happen. It's to make more housing

1 happen in the right places, to make more infill housing
2 happen, to make denser housing happen in places maybe it
3 could really be used, but hasn't happened in the past.

4 And getting across that change is hard and we
5 know that. And so we're supporting that -- we're
6 supporting that with funding, but we're also embarking on
7 a new era of this. So all of the success of that \$400
8 million in planning grants has led to an additional \$600
9 million of investment in Regional Early Action Planning
10 2.0, where we are joined by our partners at Air Resources
11 Board as well as the Office of Planning and Research and
12 the Strategic Growth Council to really bring a climate
13 change lens to enhance that climate change lens that we
14 have -- we have been supporting through this work.

15 So move from just it will no longer just be
16 planning grants, but planning and implementation grants
17 that support a mutual goal, accelerating housing
18 production and reducing vehicle miles traveled. And so
19 you're going -- you're going to see a lot more of that
20 program in 2022.

21 And then we use the Prohousing Designation
22 Program, which I think you've heard plenty about at this
23 hearing, but it's an incentive -- an incentive piece. And
24 I'm very happy to say we have some early applications.
25 We're working through things with people. I think by the

1 time we have this next hearing, we'll have a few
2 jurisdictions to award. So it's an exciting time. I
3 think a lot of us have been in this work of seeing the
4 co-benefits of working together for a long time. And it's
5 nice to see this committee in particular recognize that
6 work.

7 So I've talked a lot about how housing fits in
8 with all these transportation pieces, but I'm joined by a
9 very wonder colleague -- let me -- is she ready? Is Laura
10 here? Oh, there she is. Great. Wonderful -- who is
11 going to take it away on our next slide --

12 --o0o--

13 HCD DEPUTY DIRECTOR KIRKEBY: -- to tell you
14 about how transportation programs are working to fit in --
15 fit in housing stuff.

16 So thanks for that, Laura.

17 CTC DEPUTY DIRECTOR PENNEBAKER: Thank you,
18 Megan. Can you let me know with a nod that you can hear
19 me okay?

20 HCD DEPUTY DIRECTOR KIRKEBY: So good.

21 CTC DEPUTY DIRECTOR PENNEBAKER: Very good.

22 Okay.

23 Well, thank you and hello, everyone. My name is
24 Laura Pennebaker and I serve as the Deputy Director for
25 Transportation Planning at the California Transportation

1 Commission. And I certainly appreciate the opportunity to
2 be part of this presentation and to share a little bit
3 about how State transportation funding programs are
4 working to reward projects that demonstrate support for
5 affordable housing, infill development, and
6 anti-displacement measures.

7 As Megan mentioned, the Prohousing Designation
8 Program was finalized earlier this year. Definitely a
9 huge lift and will be an important incentive moving
10 forward. Since that program was established, those of us
11 in the transportation space have been working very closely
12 with HCD staff and other agencies to develop language on
13 Prohousing for consideration in the transportation funding
14 program guidelines that we have listed here on this slide.

15 And I wanted to make sure to highlight that this
16 work that we're doing is very consistent and guided by the
17 Climate Action Plan for Transportation Infrastructure, or
18 CAPTI, Strategy 7.1, which has directed our agencies to
19 work together to leverage transportation investments to
20 incentivize infill housing production.

21 Next slide, please.

22 --o0o--

23 CTC DEPUTY DIRECTOR PENNEBAKER: So as State
24 agencies are working to incentivize infill development, it
25 is essential, as we have heard throughout today, that we

1 CTC DEPUTY DIRECTOR PENNEBAKER: So in addition
2 to coordination efforts that I've mentioned so far with
3 our funding programs and the fact that we're trying to
4 support research, it's really essential that State and
5 regional agencies continue to work to better coordinate
6 our statewide transportation housing and climate planning.
7 A recent example of interagency coordination at the State
8 level in the transportation sphere is the California
9 Transportation Plan 2050, which was completed earlier this
10 year by the California Department of Transportation, or
11 Caltrans.

12 And this plan utilized Commission, CARB, and HCD
13 staff input through the Policy Advisory Committee. And
14 then the plan itself did try to emphasize the importance
15 of efficient land use and transportation policies as being
16 really necessary to support and achieve our State goals
17 around climate, equity, et cetera.

18 And it's also really important to note that the
19 State relies heavily on regional and local planning
20 efforts to integrate housing and transportation. And
21 those have been alluded to throughout the meeting today.

22 I'm getting a notice that my Internet connection
23 is unstable, so I just want to do a quick audio check.

24 HCD DEPUTY DIRECTOR KIRKEBY: (Thumbs up.)

25 CTC DEPUTY DIRECTOR PENNEBAKER: Thank you.

1 Okay. So an example of this -- okay. That
2 message is always very alarming.

3 So, for example, metropolitan planning
4 organizations, you know, are required to develop
5 sustainable community strategies as part of their regional
6 transportation plans. And these serve to align housing,
7 transportation, and projected land use towards achieving
8 greenhouse gas reductions. And these plans must be
9 consistent with the regional housing needs assessment.

10 And one thing that we have observed in feedback
11 we've received over the course of our time working
12 together is that regional and local governments sometimes
13 experience silos when they work with State agencies. And
14 so as sister agencies, we are constantly trying to improve
15 our processes, so that we can speak with a unified voice
16 as the State of California, when we deal with our
17 partners.

18 Next slide, please.

19 --o0o--

20 CTC DEPUTY DIRECTOR PENNEBAKER: Okay. So now
21 that we've provided basically an overview of our current
22 coordination efforts, we wanted to next highlight some key
23 upcoming opportunities for Commissioners, Board members,
24 HCD leadership and the public.

25 Next slide, please.

1 transportation plan guidelines. And as we've talked about
2 previously, these plans really do form a foundation of
3 policies and investments to meet our federal, State,
4 regional, and local goals with this really important
5 emphasis on integrating land use, housing, and
6 transportation. So this process is tentatively
7 anticipated to kick-off in the latter part of 2022 and we
8 hope to wrap it up some time in 2023. And as part of this
9 update, we will be looking at opportunities to provide
10 better guidance on coordinating transportation decisions
11 with land use and housing, as well as working to enhance
12 guidance on the consideration of transportation equity in
13 the planning process itself as well.

14 So those are our near-term opportunities in
15 transportation. Next, I'd like to pass the baton back
16 over to Megan, so that she can talk about some near-term
17 opportunities within housing programs.

18 HCD DEPUTY DIRECTOR KIRKEBY: Wonderful. So it
19 will be the next slide.

20 --o0o--

21 HCD DEPUTY DIRECTOR KIRKEBY: But to sort of
22 bounce back to Laura for a second, on the -- I just want
23 to really make what Laura said concrete for everyone, that
24 the SB 1 Sustainable Communities Grant Program, when it
25 integrated housing element compliance into that program,

1 we immediately got calls from jurisdictions that had
2 remained out of compliance, one for more than a decade,
3 saying I'm ready to talk. I'm ready to -- I'm ready for
4 my TA. I'm -- like, they're going hold -- if I want
5 access to this program, they're telling me I've got to
6 come talk to you, so like let's get compliant. And we had
7 a jurisdiction come into compliance that way. And so
8 these partnerships really produce outcomes.

9 And so I touched on this a little bit earlier,
10 but our biggest near-term opportunity to all work together
11 is this Regional Early Action Planning Grant Program. And
12 I couldn't be more excited about it. You'll be seeing a
13 framework paper coming out -- coming out soon, because we
14 do -- we do want to get significant feedback as we're
15 starting up this program. But we're building off of --
16 we're building off of three prior grant programs here, as
17 well as a history of partnerships honestly, and we want to
18 support people as quickly as possible.

19 So I think there's a lot to work from, but
20 certainly we will be doing engagement. One of the new
21 partnerships we're thrilled will be part of the team this
22 time is tribal entities, will be an eligible applicant,
23 which they were not an eligible applicant from our prior
24 planning grant programs. So I think that's another --
25 that's another piece of my personal values that's really

1 important to me is making sure that every single funding
2 program we work from -- we work on has tribal engagement
3 and has tribal eligibility. So it's something I'm
4 personally excited about.

5 And then the Statewide Housing Plan. So just --
6 so you don't think we're making it all up, though we've
7 been working together for a while and thinking about these
8 partnerships, Suzanne did the pleasure of putting in the
9 old -- the old, 2018, like forever ago, Statewide Housing
10 Plan. And, you know, the point of that sort of graphic is
11 the intersections of all of these things, that like
12 housing really is the -- connected to climate change, to
13 our economy, to personal health, to education outcomes,
14 and to transportation ridership. And so all the things
15 were meant to be captured on that beautiful little diagram
16 there and we've got -- we've got more coming your way in
17 2022.

18 So, you know, we're -- we've been doing a lot of
19 individual outreach on here. That plan is deep into
20 development, but that's coming out in 2022. And I think
21 our big advancement from the last one is -- I was involved
22 in the last one, so there's younger, smarter people
23 involved now, and -- but it won't just be a giant PDF
24 document. It will be a digital feature with lots of
25 interactivity. So lots of bonuses to come there. And I'm

1 are a really important opportunity to showcase alignment
2 between housing and climate, transportation and equity
3 goals, and in particular the way that we require and
4 incentivize sort of multiple priorities from grantees and
5 applicants on those programs.

6 Secondly, the 2022 Scoping Plan update is upon
7 us. So the Scoping Plan for those who may not know is
8 basically the State's plan for how we will achieve our
9 greenhouse gas reduction targets that I mentioned earlier
10 and contain strategies that touch on virtually all sectors
11 of the economy, but importantly is an opportunity to
12 advance our thinking and our commitments to strategies
13 that reduce greenhouse gases through housing and
14 transportation coordination, and investments, and actions,
15 and policies that can help to advance all of these shared
16 goals.

17 And then finally, I wanted to mention that CARB
18 is about to embark on several research contracts over the
19 next year that will touch on housing, climate, equity
20 nexus. We will be studying infill housing finance and
21 innovative housing production strategies, and sort of
22 looking at how these innovations in housing production can
23 potentially help reduce greenhouse gas emissions and
24 vehicle miles of travel.

25 We also plan to launch a housing, climate, equity

1 story map in the near future that will promote more
2 fact-based education on the relationship between housing,
3 and climate, and equity issues.

4 And with that, Chair, I will turn it back to you
5 and we thank you all kindly for your attention and look
6 forward to our discussion. Thank you so much.

7 CARB CHAIR RANDOLPH: All right. Thank you.

8 So we're going to take a few minutes for
9 questions from Board members, Commissioners, and HCD
10 leadership. Then we're going to be taking a lunch break
11 and then we are going to have the next panel, which will
12 talk about implementing community-led investments in
13 affordable housing and low carbon transportation.

14 So why don't we do agency questions and then
15 we'll take a 30-minute break and then we'll have the
16 opportunity for more discussion after that.

17 So in there are any questions, you can use your
18 raise hand function.

19 Chair Norton.

20 CTC CHAIR NORTON: First, I want to say that as a
21 former soccer player, that it really matters to see people
22 working as a team, not alongside each other, but as a
23 team. And I think this is a really great example of how
24 our agencies are working together and that these joint
25 meetings are really about that collaboration. So I want

1 to thank you for really exploring that and just living it
2 out. That is awesome.

3 I want to ask some questions on the ground about
4 different levels of affordability in these programs,
5 because there is a lot of requests about affordable
6 housing and missing middle housing, and access to transit,
7 because we don't want to keep pushing people out farther
8 away and needing to drive into work. So I wanted to ask
9 you how are you tracking these programs, and which
10 programs are available for deep affordability and for
11 missing middle, so that we really have an idea of how to
12 build these mixed income communities again and not have
13 segregated communities, which was such an important part
14 of your presentation?

15 HCD DEPUTY DIRECTOR KIRKEBY: I can take some of
16 that and then -- but I would say on HCD programs, we
17 really -- we really do -- I don't have the slide up on it
18 now, but, you know, we do really recognize that there's a
19 housing shortage across all levels, but that we -- we've
20 struggled the most to have the market meet the very low
21 and low income side of things. So when we have a subsidy
22 program, we really try to focus in on our multi-family
23 housing program. Again, you know, it doesn't have climate
24 in the name, but a big location efficiency program. We're
25 focused in on that -- on that -- with programs like that.

1 We're focused in on our lowest income side of the
2 spectrum, but also in addressing inclusivity, so making
3 sure that we don't create barriers to multi-family housing
4 going into higher resource and higher income communities.

5 But then programs like the Accessory Dwelling
6 Unit Program CalHFA is doing where we're talking about
7 lower or no cost interest loans, where we're talking
8 about, you know, subsidy in terms of support to make
9 something happen, you know, drafting people's plans in
10 advance, like grants -- grants that might get somebody
11 across the line in terms of being able to make that
12 happen. I do see the ADU program as piece of our missing
13 middle strategy.

14 And then it doesn't often be -- it isn't often
15 talked about this way, but for me Housing Accountability
16 Unit is our missing middle program. If we can make it
17 cheaper and easier to build housing in the right places,
18 we can remove these constraints. We can remove these
19 barriers. That holding cost, that delay contributes
20 substantially to the cost of moderate income housing. And
21 so if we can make it easier to say yes to infill housing,
22 we will reduce the cost of infill housing and we will --
23 we will be in a better position to meet our moderate
24 income goals.

25 CTC CHAIR NORTON: Thank you. Really well said.

1 Appreciate it.

2 CARB CHAIR RANDOLPH: All right. Do we have any
3 other quick questions before the lunch break?

4 CTC COMMISSIONER EAGER: I did want to make a
5 quick comment. Well, first of all, thank you, Chairwoman
6 Norton, you were going to -- you said what I was going to
7 say about collaboration. This is certainly exciting work.
8 I know it's really hard work, but none of us can do it
9 alone. So we know collaboration is essential. And I did
10 want to say just quickly a special shout-out to Suzanne
11 Hague. We've been working together a long time and I know
12 the wonderful work that you do and the passion that you
13 have for these issues across the state of California. And
14 so I just wanted to say a special thank you to you and I'm
15 looking forward to working with you going forward.

16 CARB CHAIR RANDOLPH: All right. Commissioner
17 Falcon.

18 CTC COMMISSIONER FALCON: Thank you so much,
19 Chair. I have a lot of comments and I'm going to -- I'm
20 not going to mention them right now, because I don't want
21 to be between everyone and their lunch. So a quick
22 clarifying question and thank you so much for the
23 presentation. This is -- this is, you know, amazing.
24 It's good to know that funding carrots are, you know,
25 helping stimulate regions and to work, you know,

1 substantively on their housing elements and incorporating
2 transportation in their housing elements.

3 I wanted to get back to a slide that I saw from
4 Suzanne during Suzanne's presentation. I was just curious
5 about the VMT, since 2010, I think it was actually
6 increasing. What do you see or where do you see that
7 being attributed to? I can guess, but I'd be interested
8 in knowing why you think the VMTs have actually increased
9 since 2010?

10 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
11 HOUSING EXPERT HAGUE: Yeah. Thank you for the question.
12 I should defer to the experts at CARB who actually measure
13 and sort of account for these things, but I think in a
14 broader context, a lot of what we talked about in this
15 presentation is the reason for that VMT increasing. It is
16 a lack of housing availability and affordability in places
17 where people want to live that is literally driving -- no
18 pun intended, driving people to seek housing farther and
19 farther away from where they want to go and where they
20 need to go.

21 And because of these land use patterns we're
22 seeing growth and explosion in things like super commuting
23 is now a word that you can look up in the dictionary,
24 which means that you commute more than 90 minutes each way
25 to get to your job, and the impacts on families, and the

1 impacts on communities that that has at an individual
2 level and at a systemic level, and at a community level is
3 really devastating to people.

4 So we're seeing VMT increase for all of those
5 reasons, because people make rational choices based on
6 their own, you know, individual and family priorities.
7 They want to be able to afford a place to live. They want
8 good schools for their kids. They want to go places.
9 They want to have jobs. And so as individuals, we're
10 making these decisions that collectively are sort of
11 amounting to the impacts that we're seeing. And so I
12 think the message to bring home is that it's not just
13 about reducing that curve of VMT, but it's about thinking
14 about what opportunity, and what better quality of life we
15 can afford -- we can offer to people, sort of that will --
16 that will help to decrease that, but as a metric for all
17 the other health, and economic, and environmental, and
18 social impacts that come with it.

19 HCD DEPUTY DIRECTOR KIRKEBY: Well said, Suzanne.
20 And only because we've talked about this in our side
21 group, I think one of the other things is that job access
22 is only one piece of your driving. And so, you know,
23 while yes we may see increased telework, because of
24 housing affordability and some of these choices, we're
25 seeing people live further from their day-to-day services,

1 their schools, the resources that they need to access.
2 And so that tradeoff is not necessarily a climate change
3 benefit if people are -- people are teleworking will
4 not -- will not solve our entire problem. We also need to
5 make sure that we are building inclusive communities where
6 people can have housing choices near a variety of services
7 and resources.

8 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
9 HOUSING EXPERT HAGUE: And if I could add one other thing,
10 this is how our conversations always go across --

11 (Laughter.)

12 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
13 HOUSING EXPERT HAGUE: One other thing. I think, you
14 know, I don't want -- I would be remiss to not mention
15 also that in addition to a lack of housing opportunity in
16 places where people want to live, there is also a lack of
17 transportation choice in the places where people --

18 HCD DEPUTY DIRECTOR KIRKEBY: Yes, absolutely.

19 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
20 HOUSING EXPERT HAGUE: -- are living. And so they're
21 being forced to drive, in some cases, because there is no
22 viable alternative. And that is -- that is what they have
23 available to them. What we see is when we provide
24 investments in alternatives that are, by the way, cheaper,
25 and healthier, and in many cases faster and more

1 convenient, that people will choose those again because
2 they're making rational choices about where they go and
3 how they get around.

4 But if those choices aren't available, then as
5 the Mayor of Fresno used to say it's like we only offer
6 ketchup in the supermarket and then we say, well, all
7 people want is ketchup, so why should we have anything
8 else. That's what they're choosing, because that is what
9 is available to them. But if we provide more options for
10 people, we see different choices being made.

11 CTC COMMISSIONER FALCON: Thanks so much. It's
12 interesting to understand the land use challenges. And,
13 you know, I just thought it was interesting the year 2010,
14 right after the Great Recession, and I was wondering if
15 any of the, you know, proliferation of EVs and, you know,
16 people have maybe some expendable income, and maybe that
17 played into it. But certainly, you know, I appreciate,
18 you know, the land use challenges. And you're right, like
19 people have had to move further away from their jobs
20 because it's cheaper to live there.

21 So thanks so much for addressing that.

22 CARB CHAIR RANDOLPH: All right. Thank you.
23 Commissioner Alvarado.

24 CTC VICE CHAIR ALVARADO: And I think like the
25 last couple of years too have been kind of an aberration

1 on vehicle miles traveled, due to local health mandates.
2 So we had guys who used to be four and five people in a
3 car coming to work being told that if there were more than
4 one person in a car or if there were two people in a car
5 not living in the same household, they were turned back.
6 So COVID just -- you can blame COVID for just about
7 everything, but those are realistic situations that we've
8 dealt with on the job sites every day. So, you know, we
9 never really took into consideration those local health
10 mandates.

11 CARB CHAIR RANDOLPH: Okay. Thank you.

12 Okay. So we are going to take a lunch break
13 until 12:30, and then our next panel will come, and then
14 we'll have the opportunity for some more discussion about
15 this panel and the next panel, and some, I think, good
16 Commissioner, Board member, Leadership dialogue. So we
17 will see you back here at 12:30.

18 (Off record: 11:56 a.m.)

19 (Thereupon a lunch break was taken.)
20
21
22
23
24
25

1 indigenious, and transgender people, and those with
2 disabilities.

3 Dr. Thomas has led advancements in statewide
4 racial equity initiatives for over a decade and she has
5 combined 15 years of experience in non-profit management
6 and project management within government agencies,
7 including Caltrans and the City of Los Angeles. I would
8 now like to invite Ms. Fernea to begin the presentation.

9 (Thereupon a slide presentation.)

10 RANDY TORRES-VAN VLECK: Thank you. This is
11 actually Randy Torres-Van Vleck. I'll be kicking off the
12 presentation and I'll be passing it on to Laura Ann
13 Fernea. So thank you, Commissioners. Good afternoon,
14 Commissioners and staff. Thank you for your time and the
15 opportunity to share the work of the City Heights
16 Community Development Corporation. My name is Randy
17 Torres-Van Vleck. I'm the Director of Policy and Planning
18 at the City Heights CDC and I'm honored to serve on the
19 CTC's Equity Advisory Roundtable. And I'm joined by City
20 Heights CDC Executive Director Laura Ann Fernea. And
21 we'll be providing an overview of transportation, equity,
22 and affordable housing initiatives.

23 Next slide, please.

24 --o0o--

25 RANDY TORRES-VAN VLECK: So City Heights CDC is a

1 placed-based org that's been working the community of City
2 Heights for the past 40 years. City Heights is a
3 beautiful and diverse community in urban San Diego. It's
4 home to about 80,000 people, including many low-income
5 folks, and families, and folks whose second language is
6 English.

7 City Heights has been a UN designated refugee
8 site since the 70s. In fact, my wife's parents fled the
9 Pol Pot regime in Cambodia and settled in City Heights.
10 Our community is also home to a large -- large enclaves of
11 folks from Somalia and Vietnam. City Heights is a
12 historically excluded and under-resourced environmental
13 justice community, and is divided up by three different
14 freeways.

15 Next slide, please.

16 --o0o--

17 RANDY TORRES-VAN VLECK: City Heights CDC carries
18 out our mission of enhancing the quality of life and
19 livability of City Heights through four different
20 programs, affordable housing, resident services, urban and
21 economic development, and transportation and planning.

22 Next slide, please.

23 --o0o--

24 RANDY TORRES-VAN VLECK: Our org formed in 1981
25 in response to the threat of freeway extension project

1 pushed by Caltrans. The SR-15 sought to displace eight
2 blocks of homes and businesses on 40th Street, and
3 residents organized in response and formed City Heights
4 CDC to carry forward a collective vision. They created
5 the SR-15 Visions Project which was a community supported
6 plan to underground the freeway and cover it with eight
7 blocks of parks, affordable homes, businesses, transit,
8 walkways, and bikeways.

9 Over time, unfortunately the plan was watered
10 down by the City and Caltrans from eight blocks of cover,
11 to five blocks, to two blocks, and then eventually to one
12 block. A rail project was turned into a bus rapid transit
13 project along that time as well.

14 And next slide, please.

15 --o0o--

16 RANDY TORRES-VAN VLECK: Once the plan was
17 approved in 1982, the watered down version of the Visions
18 Project, you know, the organizing didn't stop there. In
19 2007, fortunately Caltrans changed their mind and decided
20 to scrap the Centerline bus rapid transit project in the
21 median of the SR-15. They wanted to use that space for
22 carpool lanes instead. Residents organized in response to
23 save the Centerline stations and the bus line.

24 Next slide, please.

25 --o0o--

1 RANDY TORRES-VAN VLECK: In 2003, Teralta Park
2 opened up. It's the first freeway-covered park in all of
3 California. You can see it there on the left. In 2018,
4 17 years after the freeway opened to car traffic, the
5 Centerline stations opened up. You can see those on the
6 right. The residents considered this to be a victory
7 despite all of the setbacks. Most do consider this to be
8 a victory, because of the freeway cover park, the
9 Centerline stations, two adjacent parks, the walkways, and
10 the bikeways, and of course all the organizing that grew
11 throughout this work.

12 Many lessons were learned. Today, City Heights
13 is the center of a regional transportation justice
14 movement. You can learn more about this
15 multi-generational campaign at sr15visions.org. There's a
16 short documentary that I researched and produced there.
17 Please visit that when you can.

18 Next slide, please.

19 --o0o--

20 RANDY TORRES-VAN VLECK: The SR-15 planning
21 required us to become experts on community planning,
22 organizing, regional transportation, landscape
23 architecture, public policy, and cultivators of community
24 gardens, place making, public art, and more.

25 We also learned about many other community needs

1 and grew in response by developing affordable housing and
2 economic development programs, which Laura Ann will
3 discuss in this presentation.

4 Next slide, please.

5 --o0o--

6 RANDY TORRES-VAN VLECK: The model of community
7 planning we designed through the SR-15 Visions Project was
8 replicated throughout other parts of City Heights. One
9 effort we're proud about -- especially proud about is at
10 50th and University area in City Heights, know to some as
11 Little Mogadishu or Little East Africa.

12 In 2010, the intersection looked like the top
13 left photo there. It was a really unsafe design, as you
14 can tell. It was the cultural hub of the East African
15 community, but the built environment did not reflect that
16 at all. We worked closely with leaders and small
17 businesses owners to create a community shaped plan for
18 beautification and traffic safety.

19 In 2011, we implemented near-term enhancements,
20 including the conversion of a left turn lane into a
21 pedestrian refuge. That center photo there.

22 The owner of the Minnehaha Market who benefited
23 previously from having the left turn lane that led
24 customers directly into his business, he agreed to the
25 conversion. The conversion was seen by market owner Abdi

1 Heights CDC is working with Wakeland Housing and PANA, the
2 Partnership for the Advancement of New Americans, and
3 community members to produce affordable housing units and
4 a refugee and immigrant cultural hub -- refugee and
5 immigrant hub. Excuse me. So we were actually awarded a
6 CARB STEP Grant, Sustainable Transportation Equity
7 Project, to continue this work and build on the legacy,
8 the multi-generational effort at this space. And through
9 that process, we're bringing community members and
10 agencies together to address the needs of today.

11 A central focus of the task force we formed
12 called the SR-15 Transportation, Equity, and Affordable
13 Housing Task Force -- we call it TEAH for short. A
14 central focus of that will be the development without
15 displacement value statement and weighing in on upcoming
16 plans and policies that affect the area.

17 So we're really -- we appreciate CARB, their
18 funding for this, and it's been great to partner with you
19 all. And we're excited to kick this off. It just
20 launched in June, so just getting started.

21 Next slide, please.

22 --o0o--

23 RANDY TORRES-VAN VLECK: One thing that we really
24 believe in is celebrating -- is community engagement that
25 celebrates joy and creating meaningful community

1 engagement opportunities. Unfortunately, the life cycle
2 of a planning and implementation process for projects can
3 take years or even decades. It's a long, drawn-out, and
4 often frustrating process. Along with way, we celebrate
5 those moments of community victory and power building. We
6 believe those need to be celebrated. We do that through
7 community bike rides, community transit rides to the
8 beach, block parties, and other fun events with music and
9 food.

10 In 2019, we launched a community engagement
11 initiative called, "Transit and Tacos". We set up at a
12 popular gathering space and offered free tacos to all
13 those who participated in sharing input on the SANDAG
14 Regional Plan.

15 We had live music from a DJ and we've won several
16 awards and nominations for this community engagement
17 model. Unfortunately, we're going to be providing some
18 recommendations to you all. Unfortunately, the
19 restrictions on the CARB staff funding does not allow us
20 to hold a Transit and Tacos event, because we can't use
21 the funding for food or entertainment.

22 Additionally, we have experienced a lot of
23 burdens with having communication materials. Currently,
24 the CARB staff funding requires that all the communication
25 materials developed, fliers, PowerPoints, need to be

1 approved by CARB staff. It's not really realistic or
2 feasible for like a fast-moving organization that's being
3 responsive to community needs. So we'd recommend having
4 guidelines set up ahead of time. As long we abide by
5 those communication guidelines in our materials that we
6 should be good.

7 We hope to leave behind these recommendations
8 that can improve the partnership experience and enhance
9 the community engagement. We have a larger set of
10 recommendations at the end of our presentation.

11 And now I'll pass it Laura, and -- next slide,
12 please --

13 --o0o--

14 RANDY TORRES-VAN VLECK: -- we'll be discussing
15 our affordable housing and anti-displacement initiatives.

16 Thank you.

17 RANDY TORRES-VAN VLECK: Laura Ann?

18 LAURA ANN FERNEA: I'm here.

19 RANDY TORRES-VAN VLECK: You can take it away.

20 LAURA ANN FERNEA: I haven't been switched. Can
21 you hear me?

22 RANDY TORRES-VAN VLECK: Yes, we can.

23 CARB CHAIR RANDOLPH: Yes.

24 LAURA ANN FERNEA: Okay. My name is Laura Ann
25 Fernea. Thank you very much, Randy, for that. And I

1 can't actually see myself, but I'm just going to trust
2 that you can see me.

3 I am the Executive Director of the City Heights
4 Community Development Corporation and I'm thrilled to be
5 here with you today. I'm going to be talking a little bit
6 about our affordable housing anti-displacement initiatives
7 very briefly.

8 First of all -- next slide, please.

9 --o0o--

10 LAURA ANN FERNEA: This is an overview of one of
11 our most recently renovated apartment complex, Hollywood
12 Palms. As you can see it has solar panels. It is one of
13 the reasons we started with affordable housing as an
14 organization along with transit, is because in 1981, at
15 that time when we became a 501(c)(3), there was a very
16 high demand for affordable housing, especially for
17 rehabbing existing old apartments. And that's one of the
18 things that we did. We now have 406 affordable units in
19 City Heights and we are trying to produce more through
20 some of the lots that Randy showed you.

21 Next slide, please.

22 --o0o--

23 LAURA ANN FERNEA: This is an older complex
24 called Metro Villas. That is also one of our big
25 complexes. We have -- right now, some of the challenges

1 that we have with our affordable housing is very long
2 waiting lists, five to 10 years each. This is not
3 uncommon. I believe it's the same for all affordable
4 housing in San Diego and probably in most of California.

5 One of the reasons -- I mean, there's many
6 reasons for this, which I'm sure most of you are aware of,
7 but wages have not kept up with rent. So many people
8 can't afford market rate apartments and there's
9 insufficient housing production. We are very behind on
10 RHNA, especially in our low and moderate income housing --
11 affordable housing. And the time and cost of development,
12 as I'm sure you're most -- most of you are aware, it's
13 five years from the site acquisition to actually occupancy
14 and an average of 500,000 per unit to produce affordable
15 housing right now.

16 Next slide, please.

17 --o0o--

18 LAURA ANN FERNEA: This is another one of our
19 complexes, Talmadge Gateway. Talmadge Gateway was built
20 with one of our partners, Wakeland, specifically for
21 supporting medically fragile, formerly homeless seniors.

22 Next slide, please.

23 --o0o--

24 LAURA ANN FERNEA: See these are a couple of the
25 seniors that are residents there. It serves as a bridge

1 to many of the residents. As does most of our affordable
2 housing, we have supportive services for our residents.
3 Here at Talmadge, we have particularly medical supportive
4 services. And in our other properties, we support the
5 families through free day care, free Internet -- free
6 Internet labs, and more -- and food -- and food
7 distribution and more.

8 Another one -- thing that we also do is we always
9 try to make every affordable housing at least 60 percent
10 AMI or below, and that's something we're -- we are very
11 committed to.

12 Next slide, please.

13 --o0o--

14 LAURA ANN FERNEA: We're also very committed to
15 keeping people in their homes. San Diego as a city and as
16 a region, the majority of the population here are renters,
17 as is the case in most urban centers in California, I
18 believe. And more than half of them here in San Diego
19 cannot pay more than 50 percent of their income to pay
20 their rent. This means that it's very, very unstable for
21 them. They're very vulnerable to any changes, any
22 emergencies, any issues at all, medical, transportation
23 that might affect their work.

24 What we've found is that renter protections are
25 not high political priorities and so we formed a

1 collaborative last year of all the tenant-protective or
2 tenant-facing resources and services in San Diego to try
3 to be more efficient and more effective in serving tenants
4 and helping them stay in their homes and not be evicted.

5 Next slide, please.

6 --o0o--

7 LAURA ANN FERNEA: This coordinated system
8 produced a first website for tenants here in San Diego,
9 where tenants can -- renters can go on this site to
10 immediately access links to all the public rental
11 assistance as well as private, and also access information
12 about how -- what their rights are and how to stay in
13 their homes. What we've found and what we know is true
14 nationally is the majority of evictions are not
15 recorded -- or not documented. They happen either from
16 illegal evictions, where the renter doesn't know that the
17 landlord is doing something illegal, or self-evictions,
18 where the renter is often afraid or harassed by the
19 landlord and doesn't know what to do to stay in their
20 homes. So this is a big problem that we're trying to
21 solve by getting information to renters and we are
22 continuing to do that.

23 Another part of this is our economic development
24 program, which Randy previously mentioned and showed
25 before, but the main thing about the economic development

1 flexible and nimble, as we respond to community needs.

2 Investing in community-owned broadband. We know
3 over and over again - we've seen this with our website as
4 well - that many community members don't necessarily have
5 Internet access or even a computer. So basically
6 broadband for all community members would do a lot to help
7 out.

8 And supporting CBO advocacy for equitable
9 investment in small business and training programs, and
10 quality jobs for historically LMI communities is also
11 something that can really make a difference. We feel as
12 though since we are a part of the community we work and
13 live in the community, there's a lot we can do if we are
14 getting that kind of investment and that we can distribute
15 and disseminate as well. That's all I've got for today.
16 Thank you so much.

17 CARB CHAIR RANDOLPH: Okay. Thank you. And Dr.
18 Thomas.

19 (Thereupon a slide presentation.)

20 DR. DESTINY THOMAS: Hello. Thank you all for
21 having me today. Hopefully, my camera is working for you,
22 as well as my sound.

23 I'd like to share with you a little bit about a
24 housing first approach that we've been taking to
25 transportation planning and other land-use related

1 projects at the Thrivance Group.

2 Next slide, please.

3 --o0o--

4 DR. DESTINY THOMAS: So a little bit about me,
5 not too much about me, but a little bit about me is I do
6 come from an anthropological background, so a little bit
7 different from other folks who work in any of the planning
8 disciplines. Oftentimes I'm referred to as a change agent
9 and community organizer, sometimes an artist. And those
10 things are definitely true and huge parts of my identity,
11 but I also have an embodied experience as a technical
12 expert in the planning sector for over 15 years.

13 Next slide.

14 --o0o--

15 DR. DESTINY THOMAS: So the first thing I, you
16 know, usually encounter in these conversations with folks
17 in the various built disciplines is this question about
18 whose job it is to consider anti-displacement work or to
19 solve our housing crisis in the state of California. And
20 a lot of times that question stems from either a
21 misunderstanding or a lack of awareness about the
22 intentional policies and efforts that have plagued our
23 state over the last several decades, one of which is
24 Article 34, which makes it so that in order for any city
25 in California to make substantial change in terms of

1 communities, for people with disabilities, then that
2 legacy is definitely going to show up as we grapple with
3 the various atrocities associated with climate change.
4 And one thing that I'd like to point out is that we -- in
5 our conversations about how to be more resilient and
6 sustainable, I think a lot of the solutions that we've
7 been coming up with place the onus and responsibility of
8 greening, of electrification, of sustainability on the
9 communities that are already experiencing the undue
10 impacts of the climate change disaster, which I like to
11 refer to as our legacy of environmental racism.

12 One of the ways that's happening is through what
13 I call toxic greening. We have a lot of programs and
14 funding mechanisms in the state of California that award
15 points to projects that are able to situate various
16 greenhouse gas emissions reductions interventions in
17 communities that are considered environmental justice
18 communities, or predominantly -- communities that are
19 predominantly black and brown who have experienced this
20 legacy of environmental racism.

21 And so these points are being attributed to these
22 projects and these projects are being lauded as altruistic
23 and beneficial to everyone. And the assumption is that
24 they'll save the planet, right, and save our region, which
25 may be true, but we're doing it at the expense of Black

1 disinvestment, right.

2 So a community that is full of affordable housing
3 or concentrated populations of Black and Brown folks is
4 less walkable. It receives a lower walkability score.
5 And I found that a lot of times that has nothing to do
6 with the actual active transportation infrastructure in
7 the community.

8 Another way these contradictions show up in our
9 language is that we sometimes overstate accessibility and
10 access to amenities in neighborhoods that -- where we're
11 wanting to promote housing speculation, right? So we're
12 seeing communities that we know anecdotally and through
13 lived experience do not have good connectivity and have
14 very poor active transportation infrastructure being
15 labeled as walkable, because of the implementation of
16 interventions like vertical elements and bollards, which
17 really don't do much to improve the lived experiences of
18 those on the ground.

19 One thing that comes to mind for me is the very
20 heart breaking death of county supervise -- Alameda County
21 Supervisor Wilma Chan yesterday in a community that my mom
22 lives in that is labeled walkable, but mostly because that
23 walkability serves the rising costs of housing in the
24 area, and less because the community is actually walkable.

25 The other challenge that we're facing in the

1 created our own sort of brand around the anti-displacement
2 effort that we refer to as the here-to-stay project. And
3 we were able to conduct a very comprehensive community
4 engagement on the ground, where we collected oral
5 histories and did archival analysis to determine two
6 things, one, the extent to which displacement is already
7 happening and some of the factors leading to the
8 displacement in the area, and two, what policies can the
9 City of Fresno adopt to avoid further displacement and
10 maybe even atone for the displacement that's already
11 occurred.

12 Next slide, please.

13 --o0o--

14 DR. DESTINY THOMAS: Some of the lessons that we
15 learned from that effort, we have many. We have some
16 lessons that apply to all geographies, one is that the
17 mere perception of eminent displacement is enough to
18 create waves of displacement and migration throughout a
19 community, in the same way that merely talking about the
20 introduction of active transportation, infrastructure in a
21 community can spur real estate speculation.

22 The other is displacement avoidance measures
23 should not be decided and implemented through consensus
24 building for the reasons that I mentioned earlier.
25 Democratic processes simply don't work in communities

1 that you're more likely to have landlord compliance --
2 excuse me -- while also being able to streamline a
3 multi-disciplinary response to your housing crisis. So
4 the social workers, the crisis response centers, the
5 emergency rooms, the transportation planning departments
6 are all able to sit together at a table and have a
7 meaningful conversation about how to solve this problem,
8 if we're all being transparent about the fact that that
9 conversation is happening, and what's being said.

10 We learn that there are a couple of groups of
11 people that are way more at risk of being displaced than
12 others. Those groups are institutionalized youth, who are
13 between the ages of 16 and 26 years old. Those could be
14 transition age youth who are adults aging out of foster
15 care.

16 Also, we've seen an influx in young people in
17 this age group, being forced into mental health
18 institutions against their will and coming out and not
19 being able to maintain housing.

20 In addition to that, renters between the ages of
21 45 and 54 are most likely to be displaced. And, well,
22 obvious to me, but maybe not other folks. People with
23 cognitive differences and disabilities are greatly at
24 risk. Transgender people not only are at risk of being
25 displaced, but are least likely to even have housing to

1 begin with. And immigrants are very vulnerable, because
2 people exploit the fact that there is an aversion to
3 operating within the legal system to maintain renter
4 protections.

5 Lastly, the appropriate intervention that we take
6 in any of these cases, and in any of our regions is going
7 to have to depend on the nature of displacement
8 vulnerability in that specific geography.

9 Next slide.

10 --o0o--

11 DR. DESTINY THOMAS: So here are a couple of
12 requisite interventions that have to happen in order for
13 us to have sustainable land-use planning practices in the
14 state of California. These need to happen through
15 campaign building, through community organizing. Our
16 agencies need to be advocating on behalf of these because
17 none of our work respectively will move forward without
18 them.

19 Those things are fair chance housing, which
20 allows people who have non-violent criminal backgrounds to
21 apply for housing, either to rent or to own without having
22 their criminal backgrounds held against them in that
23 process.

24 Eviction right to counsel is a must have. And
25 that has to include protections for people who are

1 Fresno. We are just outside of our public comment period,
2 so we're now in a feasibility phase, where we're
3 determining which of these policies make the most sense
4 for Fresno, but I wanted to bring them here to share that
5 these are policies that other jurisdictions can consider
6 as well.

7 We should have a mandated environmental justice
8 and climate resiliency planning effort in every major city
9 and county. That means if you have a transportation
10 related project, the filter that it funnels through should
11 be rooted in an environmental justice analysis.

12 Similarly, communities deserve a public health
13 impact report that honestly illustrates the potential
14 impacts of the projects that are coming to the community.
15 This is different from CEQA, in that we want jurisdictions
16 to no longer be able to name a project greening or good
17 for the environment and not transparently explain at whose
18 expense that benefit will happen.

19 Similarly, there should be impact areas -- an
20 impact area notification system that is standardized. And
21 it needs to be more nuanced than just everyone who lives
22 on the face of the project, and that notification systems
23 should be more accessible than what we have asked our
24 local jurisdictions to do in the past.

25 Lastly, least popular, I think that there should

1 be the inclusion of anti-displacement analysis in every
2 CEQA process.

3 Next slide, please.

4 --o0o--

5 DR. DESTINY THOMAS: Here are some policies that
6 establish sustainable and alternative pathways to
7 dignified housing. I love the previous presentation and
8 it talked about the quality of housing that we're
9 building, that's affordable, and how a lot of times the
10 aversions to affordable housing is because of the
11 materials that are often used and the stigma associated
12 with them.

13 So we advocate for cities and programs like the
14 programs that the Strategic Growth Council funds to
15 incorporate a mechanism for funding dignified tiny house
16 villages, as well as scattered site housing options, so
17 that affordable -- affordability is not happening in a
18 concentrated way that worsens the stigma, and allows other
19 people -- entitled people and people with more money to
20 continue to flourish at their expense.

21 Another policy is a community-defined universal
22 design standard. This means that in each city, each city
23 will have to go through its own processes to determine
24 what universal design means for its constituents. But we
25 believe that it's time to go beyond what the ADA has asked

1 us to do, and that even the implementation of ADA
2 interventions in many cases creates more hostile
3 infrastructure than it helps.

4 Land trust and land banks are two development --
5 land use development project typologies that, to my
6 knowledge to date, have not been allowed through the
7 various statewide funding mechanisms, competitive grant
8 opportunities. This leaves out many, many indigenous and
9 Black communities for whom land trusts and land banks are
10 the only way we will see housing stability and
11 generational wealth.

12 And then lastly, mobility justice and public
13 works prioritization should be a mandated metric for every
14 project that is funded statewide, regionally, and locally.
15 And what I mean by this is it's time to stop funding
16 so-called innovative projects without having a -- an
17 intentional and deep look at the basic infrastructure
18 needs that have not been met in a community. I'm very
19 tired of seeing protected bike lanes go up in communities
20 that still don't have sidewalks.

21 Next slide, please.

22 --o0o--

23 DR. DESTINY THOMAS: We have policies that
24 restrict access for socially irresponsible businesses,
25 while incentivizing socially just development. This

1 help solve these problems. But what's not working is we
2 continue to move into these spaces where we are simply
3 checking the equity box and creating procedural barriers
4 for consultants like myself, who are best suited to
5 navigate these crisis -- crises, but because of the
6 burdensome invoicing processes and application processes,
7 we just cannot show up in a meaningful way. Our equity
8 metrics are happening without equity outcomes. And we are
9 certainly being outpaced by climate change and
10 houselessness.

11 One of the things that most disheartening for me
12 is that all of our approaches seem to be incredibly
13 disjointed. A lot of times people refer to this as
14 working in silos, but I see them as direct contradictions.
15 There's no reason, now that we understand who doesn't have
16 access to transportation, who doesn't have access to
17 housing, that we're not engaging the people who serve
18 those populations, the social workers, even the probation
19 offices to figure out a solution that works for the
20 holistic life.

21 Next slide, please.

22 --o0o--

23 DR. DESTINY THOMAS: So -- and I'm wrapping up.
24 A litmus test that we use at the Thrivance Group for what
25 we call reparative planning, which in other spaces I refer

1 to as spatial reparations, is the filter we use on -- for
2 every project, for every policy that we recommend, every
3 funding opportunity that we go after, if we can't achieve
4 these four themes, we know that it is more likely to do
5 harm than good, and we also know that it's not going to do
6 anything to solve the crises that I just spoke about.

7 So the first component of this litmus test is
8 that policy, or project, or on its own, or in combination
9 with another has to address a specific element of harm,
10 one that's identified by residents themselves and
11 validated through research that includes oral histories
12 and some of the qualitated -- qualitative data that we
13 pretend to not want to use.

14 The next thing is the policy, or project, or
15 program, or its implementation plan has to strive to
16 identify specific and intentional recipient. A lot of
17 times these projects champion -- are championed because
18 they benefit a lot of different populations at one time.
19 And we find that this is very problematic and that it's
20 time to identify specific communities that we want to help
21 heal and atone, so that the solutions we pose actually
22 achieve the outcomes that we desire for them.

23 The third thing is that the eligibility or
24 qualifying factor cannot pose an additional burden or
25 barrier that would contribute to a new or additional type

1 more responsive to local contexts. We need to change the
2 way we employ civil servants staff by changing the
3 classifications to honor non-traditional pathways to
4 technical knowledge. Stop funding projects in communities
5 where we are weaponizing Article 34 altogether. If the
6 city has not done the work with its constituents to help
7 its residents understand the importance of affordable
8 housing, and if a city is sitting on their hands regarding
9 this issue, they don't deserve the money to continue to
10 expand on the backs of those communities.

11 We need to revive our -- revise our application
12 scoring systems so that we're not giving entities extra
13 points for greening, when really what they're doing is
14 locating toxic greening infrastructure in communities that
15 are already experiencing environmental racism. And we
16 need to incentivize housing-first approaches, not
17 transportation-first approaches, while also redefining
18 what we mean when we say something is affordable and
19 clarifying what we mean when we say we want to avoid
20 displacement.

21 Next slide, please.

22 --o0o--

23 DR. DESTINY THOMAS: We need to establish an
24 oversight mechanism that serves as an accountability and
25 evaluation body for agencies that are pursuing funding. I

1 can't tell you how many times I sat at an evaluation table
2 knowing that an agency is not being transparent about the
3 extent to which they have done community engagement. And
4 I -- and I've always wished and hoped that we could simply
5 ask community if what the agency is saying is true.

6 We need to create a contracting mechanism for
7 social science and human services roles on all projects
8 that are being funded, not just on the ones that we think
9 deserve this kind of perspective, because at the end of
10 the day, we're serving humans and so we need a human
11 analysis on everything we do.

12 Next slide, please.

13 --o0o--

14 DR. DESTINY THOMAS: We need to ask -- I already
15 said that. We need to limit near-term award cycles to
16 projects that directly address both climate change and
17 housing instability. We have a sense of urgency here,
18 both with climate change and our housing crisis. I think
19 it's time to assess all of our funding mechanisms and
20 figure out a way to move these priorities to the top of
21 the list.

22 Next slide, please.

23 --o0o--

24 DR. DESTINY THOMAS: Thank you for having me and
25 I will pass it back for questions.

1 CARB CHAIR RANDOLPH: All right. Thank you very
2 much for that presentation. We are going to start with
3 Board members, Commissioners, and HCD leadership with
4 questions. So if you have a question, please use the
5 raise hand function in Zoom.

6 I have kind of a small question, which is -- this
7 is for Dr. Thomas. Can you tell me a little bit about
8 right to return home policies?

9 DR. DESTINY THOMAS: Certainly. We have a lot of
10 altruistic projects underway in the state of California
11 right now, a lot of which are adding affordable housing or
12 just new housing at market rate housing to communities.
13 And the assumption is that the people who will inhabit
14 that new development will be the people we want to
15 benefit, right? And that doesn't acknowledge the fact
16 that people have already been displaced, right, while we
17 figured out that we should make affordable housing a
18 priority.

19 And so the priority for filling up those units
20 should go to people who've already experienced the harm
21 that led to us making the decision that those units should
22 exist. So right to return home policies give first right
23 to fill the units to people who have a legacy in that
24 community, either themselves or through their immediate
25 family.

1 CARB CHAIR RANDOLPH: All right. Thank you.

2 Okay. Do any other Board members, Commissioners,
3 or HCD leadership have any questions or comments?

4 Okay. The -- now we can hear from the public who
5 wants to speak on this panel -- about this panel, and then
6 we can also have some more discussion amongst the
7 Commissioners, Board members, and HCD leadership. So I
8 will ask Katie to call any public commenters.

9 CARB BOARD CLERK ESTABROOK: Thanks, Chair.

10 We currently have two commenters with their hands
11 raised. The first is a phone number ending 528, the
12 second is Mike Bullock, and we also have Steve
13 Birdlebough.

14 Phone number ending in 528, please state your
15 name for the record and then you may unmute yourself and
16 begin.

17 LAURA ROSENBERGER HAIDER: Hello. This is Laura
18 Rosenberger Haider. We really needed affordable housing
19 in Fresno, like \$200 per month or less, with a room so you
20 can stay at near where they work. And people work all
21 over Fresno. It's not just in one location, so there
22 should be -- or there should be like -- like I like -- the
23 best housing I think for me was the village at the
24 Poverello House. Even though it was not heated, you could
25 always add solar power battery storage to it.

1 There was just little sheds like for people to
2 stay in, tiny houses. And they were just -- they all
3 fit -- they were very close together, so they all fit into
4 a small space. And it was like they didn't even -- they
5 let me stay for free in the past when I went living over
6 there. We stay for free. So they didn't really check
7 income, because it wasn't really that expensive to put
8 everyone in that housing in the first place, where just
9 people could stay over night rather than commute every day
10 to work and just go home on the weekends would help a lot.

11 All right. Thanks.

12 CARB BOARD CLERK ESTABROOK: Thank you.

13 Mike Bullock, you may unmute yourself and begin.

14 MIKE BULLOCK: Yeah. Thank you very much. I
15 really appreciated the presentations. Right to return
16 home, I wrote that down and I had that on my mind in --
17 because my wife and I actually own a fourplex and I would
18 like it to be grouped with other developments of about the
19 same size. It's a sliver of land, but if you put together
20 what's north and south, we'd have half an acre. And
21 what's going on in downtown Oceanside, it could be 60
22 units. But the people that I rent to now, I would like to
23 see them have the ability to come back, if that were to
24 happen. It would certainly create housing close to
25 transit.

1 And so what happened to me in Oceanside is I gave
2 a presentation, a car parking cash-out in about 2008. And
3 so the councilman asked me what to do about the North
4 County Transit District's redesign of the transit center.
5 And they have about 10 acres down there and they still do
6 really. And the plan was to put offices, and residential,
7 and even retail. And, of course, it's still a large --
8 there's three different rail lines going into that transit
9 center.

10 And he said to me, Mike, what do we -- what do we
11 need to do about that? And I thought, wow, what a
12 nightmare. And I'd just retired from Lockheed, a systems
13 engineer, but I did figure out a system. In 2010, I
14 presented it at the Air and Waste Management Association
15 in Calgary, Canada. And it is a way to have a single
16 system. And in effect, you're cashing out the parking.

17 Let me quote again from the Democratic party,
18 work was shared, parking needs to be shared always,
19 convenient, value-priced parking, operated with a system
20 that provides earnings to those paying higher costs, like
21 more rent or -- or receiving a reduced wage, and that's
22 what so-called free parking does, due to the cost of
23 parking.

24 So this system was proposed and found to be
25 feasible in superior court and in the appellate court in a

1 court case against the Climate Action Plan of the County
2 of San Diego. And so parking is really a big deal. At
3 the very least, unbundle the cost of the rent. I mean,
4 there are people renting that are trying to put food on
5 the table and they don't own a car or maybe they just own
6 one car, where everybody else has two or three cars. Stop
7 requiring the parking, no more than one per unit and zero
8 is fine, if the developer wants to do that.

9 And then the other thing is it should not be
10 legal to just pretend like parking is free. Parking is
11 never free. It always increases costs of everything, even
12 food. And we have to protect people. People don't have
13 extra money, so you have to have a system that protects
14 people, so they don't lost income or that kind of thing.

15 So thank you very much.

16 CARB BOARD CLERK ESTABROOK: Thank you.

17 OUR next speaker will be Steve Birdlebough. I
18 have activated your mic. You can unmute yourself and
19 begin.

20 STEVE BIRDLEBOUGH: Thank you. Steve
21 Birdlebough. I'm with the Transportation and Land Use
22 Coalition in Sonoma County. And we're struggling with the
23 Metropolitan Transportation Commission to really make
24 sense of the Sustainable Community Strategies. We've been
25 pretty successful in Santa Rosa to do a lot of downtown

1 development around the rail station. That's coming
2 forward.

3 But I think what we see throughout the city and
4 actually through the entire region is that we don't have
5 really good models of what the Sustainable Strategy really
6 means. And so a lot of things are getting labeled as
7 sustainable when maybe they're not.

8 I think the other issue that we really need to
9 deal with is that cities -- policymakers at the city level
10 and at the county level really are not motivated by goals
11 that are 20 or 30 years in the future. Those goals need
12 to be broke down into goals for something that will happen
13 during their term of office, two or three years in the
14 future.

15 So we need to back plan, so that we understand
16 how we're going to reach the goals and set them -- the
17 interim goals, so that people really know what they need
18 to do. And I think the third point that we want to make
19 is that there is a lot of resistance to infill housing
20 from people that worry that it's going to reduce their
21 property values and we really need to deal with that
22 resistance directly. We're finding that State policies
23 are very hard to implement at the local level, because
24 they get so much resistance from neighbors who are going
25 to be directly affected. So we need to find the magic

1 potion to deal with that.

2 Thank you very much.

3 CARB BOARD CLERK ESTABROOK: Thank you.

4 Muriel Strand, you can unmute and begin.

5 MURIEL STRAND: Thank you. This is Muriel Strand
6 again. I just wanted to mention that several years ago, I
7 took California's two basic real estate courses at Sac
8 City College. And at one point, one of the instructors
9 said point blank that in real estate the quote unquote
10 highest and best use of any piece of land is defined as
11 whatever makes the most money. So that's just a
12 significant cultural headwind that we're all facing in
13 this situation.

14 Thanks for the opportunity to comment.

15 CARB BOARD CLERK ESTABROOK: Thank you. That
16 concludes the list of commenters.

17 CARB CHAIR RANDOLPH: All right. Thank you.

18 So I'd like to open it up to Board Members,
19 Commissioners, and HCD Leadership kind of to have a
20 discussion.

21 One of -- one of the things that caught my
22 attention was one of Dr. Thomas's recommendations around
23 prioritizing near-term awards to projects that directly
24 address both climate change and housing instability. And
25 I would -- I would love to hear more from Dr. Thomas about

1 sort of what you envisioned those kinds of projects as
2 and, you know, would love to have a discussion, because
3 that sort of kind of correctly hits that intersection
4 we're trying to get to.

5 DR. DESTINY THOMAS: Sure. I think that some of
6 the projects that I've seen funded, not to call anyone
7 out, more recently, particularly in the Bay Area and in
8 Los Angeles, great projects, right? It's exciting that
9 folks will be able to get to the new Inglewood Stadium,
10 right? And if we were to use the existing metrics or the
11 metrics that are common in funding mechanisms that just
12 ask you to quantify the number of riders that will be
13 increased along the line, and then you get points if that
14 number is over a certain threshold, without coupling that
15 with the impacts to housing stability adjacent that line,
16 we end up with what we like to refer to lazily as
17 unintended outcomes, right?

18 And so while that project is certainly a priority
19 and beneficial to many, it is also very harmful and not
20 beneficial to many. And so we need to start prioritizing
21 projects that serve the dual purpose of connecting folks,
22 improving climate resilience metrics, and improving
23 housing stability across the region. So unfortunately, I
24 can't think of a specific project, because I haven't seen
25 it done before. But I know that there was an opportunity

1 were that Inglewood project to make sure that there was --
2 there were housing -- housing stabilizing and dignified
3 housing options included in that development and that that
4 did not happen, and that although there were folks like
5 myself who were in rooms advocating for that, there was
6 not the political will or the mechanism within the
7 agencies that were funding the project to make those types
8 of mandates.

9 CARB CHAIR RANDOLPH: Okay. Thank you.

10 Do any other Board members or Commissioners have
11 any other comments or questions or thoughts?

12 Okay. Tyrone.

13 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Good
14 afternoon, everyone. Tyrone Buckley, Assistant Deputy
15 Director of Fair Housing at HCD. I just want to thank the
16 panelists for their presentations. It's always important
17 I think for us who work in State government and government
18 period to hear about the challenges and the lived
19 experience of folks who are sort of on the other end of
20 the policies that we're trying to implement. So I just
21 want to express my appreciation for that.

22 My question was for Dr. Thomas. I really
23 appreciate the way you laid out the barriers and
24 recommendations for solutions to get around some of those
25 barriers. One of the things I heard in your -- in your

1 remarks was around the failures of existing democratic
2 processes to meet the needs of communities. And I was
3 just wondering if you can unpack that a little bit more
4 for us and then talk about maybe some solutions to that
5 shortcoming.

6 DR. DESTINY THOMAS: Certainly. This is
7 something that I experienced while working in civil
8 service, but certainly experienced it more so now that I'm
9 a consultant. What is required to determine feasibility
10 or political will for a project usually boils down to are
11 there few enough affluent people who disagree with the
12 project, such that we can implement it and still be
13 elected next term, right? Essentially, even the planning
14 agencies work at the behest of the local elected
15 officials.

16 And so one of the ways we as civil service
17 employees and now as consultants are asked to verify
18 political will and feasibility of a project is simple.
19 Have a public comment period and if the majority of people
20 who have commented agree with it, then we'll do it. If
21 not, we won't. And so what we find is that people who are
22 retired, people who come out of professions like
23 engineering, people who have a lot of money and, you know,
24 aren't working hourly jobs can come and participate in
25 these processes much more frequently -- frequently.

1 They're much louder. They are -- they are able to digest
2 some of the complex documents that our planning agencies
3 put out. And so their comments are more represented in
4 these processes.

5 We recently did the here-to-stay public comment
6 period in Fresno. And while it was a tremendous success
7 to have close to 300 residents show up and be civically
8 engaged in that process and show up to workshops over a
9 period of four months to weigh in on this, it took one day
10 for a major developer to send a fear-mongering email out
11 to other high income earning predominantly white men
12 saying if the here-to-stay report passes, you know, we're
13 in trouble.

14 And then we received 200 comments from rich folks
15 and it completely threw off the balance of the democratic
16 process. One, we weren't even able to validate that those
17 200 people even lived in the impacted area, but two, it
18 signals to the elected official who would have otherwise
19 had a degree of confidence in implementing these policies,
20 that the people who fund and will fund his next campaign
21 disagree.

22 So we need to explore an alternative to
23 democratic processes in jurisdictions where these
24 processes have lead to historic marginalization of people
25 who will never make up the majority.

1 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Thank
2 you. Appreciate that.

3 CARB CHAIR RANDOLPH: Thank you.
4 Dr. Balmes.

5 CARB BOARD MEMBER BALMES: Just a quick comment,
6 in part in response to your question, Chair Randolph,
7 about right of return. I just wanted to amplify Dr.
8 Thomas's comments. I was actually involved in a project,
9 a funded grant, to look at how improvement of living
10 conditions for kids with asthma in San Francisco in
11 low-income affordable housing that was being -- they were
12 new -- there was new construction being made, so that
13 those -- theoretically the folks living in the old
14 dilapidated housing with kids with asthma would move into
15 the new housing and we'd be able to study how that
16 improved their asthma.

17 And I was -- it was incredibly hard to recruit
18 participating families, because most of them couldn't
19 afford to move into the new housing. So I just want to
20 say in my own personal experience, in San Francisco, I can
21 support what -- the importance of this right of return
22 that Dr. Thomas so eloquently talked about.

23 CARB CHAIR RANDOLPH: Thank you.
24 Board Member Riordan.

25 CARB BOARD MEMBER RIORDAN: Thank you, Madam

1 Chair. I had to unmute myself. I just wanted to say
2 thank you to the City Heights Community Development
3 Corporation. I think it is wonderful to have specific
4 projects discussed, at least for myself, because it gives
5 us an opportunity, if we can arrange the time and the
6 ability to go there and to see actually what happens when
7 a community comes together and stays together. That's the
8 important thing I think I took from this effort was not
9 only did you, you know, come together for a particular
10 reason, but you've stayed together. And I think we can
11 learn from that and replicate that perhaps in other areas.

12 That's a particularly important feature of your
13 presentation that I really took to heart. So some day I
14 hope to contact you and come and visit. Thank you very
15 much.

16 CARB CHAIR RANDOLPH: All right. Thank you.

17 Any other comments before we move on.

18 Commissioner Falcon.

19 CTC COMMISSIONER FALCON: Yeah. Thank you. I
20 appreciate Ms. Riordan's comments regarding the City
21 Heights CDC. I've -- just anecdotally, I've worked with
22 them when I was in the Legislature and contemplating, you
23 know, parks and amenities for the nearby residents on the
24 15 when the 15 was being built. And, you know, they
25 were -- they're very tenacious with us when you were in

1 the Legislature in ensuring that, you know, we have the
2 proper green spaces, you know, for the community there.

3 It's a challenge, you know, to try to engage, you
4 know, the community and continue to have folks engaged in
5 the process. And I'm just kind of interested in, you
6 know, from the CDC, how you continue to engage your
7 community there? And kind of, you know -- you know, just
8 tying in with some of Dr. Thomas's, you know, comments
9 about, you know, the -- some of the failures of the
10 democratic process in these processes. I just want to
11 kind of tie that together and see what kind of successes
12 that you had, CDC, in addressing, you know, some of those
13 challenges.

14 LAURA ANN FERNEA: I'm going to let Randy answer
15 this with some of his current projects. Thank you.

16 RANDY TORRES-VAN VLECK: Thanks, Commissioner
17 Reyes Falcon. Appreciate that question. I'd say that one
18 of the most essential things is to, you know, create a
19 meaningful community engagement opportunity that residents
20 find value in, that we value their time, we appreciate
21 their time, we respect their time. It's important for
22 them to see how their input is influencing the project and
23 the outcome, so like building in like that clear
24 communication like circle, so they understand that
25 feedback loop about how their input is -- what is -- what

1 it's leading to, what is changing, also trying to build
2 projects and budgets with incentives for residents,
3 whether it's food, stipends, funding other CBOs that work
4 with different residents, and then making the experience
5 meaningful and fun for them, and recognizing that their
6 time is valuable, and that we do our best to appreciate
7 and respect their time.

8 CTC COMMISSIONER FALCON: Thanks for that, Randy.
9 And obviously, tacos are helpful too.

10 (Laughter.)

11 RANDY TORRES-VAN VLECK: Definitely.

12 CTC COMMISSIONER FALCON: Thank you.

13 CARB CHAIR RANDOLPH: All right. Thank you.

14 Any other comments before we move on to our next
15 panel?

16 Okay. Thank you so much for that discussion and
17 the engaging presentations. It was really great seeing
18 the photographs and hearing the experiences, and look
19 forward to continuing to work with you in the future.

20 Thank you.

21 Okay. So we are moving on to our next agenda
22 item, number two. And we've had some presentation and
23 discussions about these linkages. And now, we get to hear
24 about research related to the California Transportation
25 Assessment, which was required by AB 285 to assess how the

1 state's transportation planning and funding systems are
2 designed to meet California's climate goals.

3 These systems provide the institutional context
4 in which transportation agencies make decisions that have
5 implications for the development of sustainable, equitable
6 communities. The Strategic Growth Council has been
7 working with researchers and other State agencies to
8 conduct this transportation assessment and prepare an
9 upcoming report to the Legislature. And today, we'll hear
10 and update on the research into how local, regional,
11 State, and federal partners plan and fund transportation
12 in California, while advancing our long-term goals,
13 including climate and equity goals. We'll hear from
14 speakers who will be delivering a combined presentation on
15 the background and status of the research.

16 Our first speakers are Lynn von Koch-Liebert -
17 sorry if I mispronounced your name - Executive Director of
18 the California Strategic Growth Council and Egon Terplan,
19 Senior Advisor for Economic Development and Transportation
20 at the Governor's Office of Planning and Research and the
21 Strategic Growth Council.

22 Prior to being appointed as SGC's Executive
23 Director earlier this year, Ms. von Koch-Liebert was
24 Deputy Secretary for Housing at the California Business
25 Consumer Services and Housing Agency. Mr. Terplan is a

1 specialist in regional economic development, land use,
2 transportation, government reform, and regional policy.
3 He helped lead the Regions Rise Initiative and is
4 currently leading the California Transportation
5 Assessment.

6 They will be joined by Elizabeth Deakin,
7 Professor Emerita of City and Regional Planning and Urban
8 Design at UC Berkeley. She has authored over 300 journal
9 articles, book chapters, and monographs, as well as three
10 books. Among her best known works are articles on
11 sustainable development and sustainable transportation,
12 air quality impacts, and institutional change.

13 After we hear the presentation, we'll open it for
14 Board, Commission, and HCD leadership questions followed
15 by public comment and agency discussion. So if you're
16 going to be providing public comment on this item, please
17 click the raise hand button or dial star nine now and
18 we'll call on you when we get to the public comment
19 portion.

20 So I will invite our presentation -- presenters,
21 sorry, to get started. Thank you.

22 (Thereupon a slide presentation.)

23 CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE

24 DIRECTOR VON KOCH-LIEBERT: Thank you, Chair Randolph and
25 good afternoon, Board members and Commissioners, HCD

1 leadership, and members of the public. It is very nice to
2 be with you this afternoon. And a giant thank you to
3 CARB, CTC, and the HCD team who invited us to join the
4 meeting today.

5 So as the Chair mentioned, we are very pleased to
6 speak with you about the California Transportation
7 Assessment. Our focus today is on sharing the context for
8 the work, our methodology and research, and we will also
9 be providing a heads-up on the path forward for SGC to
10 share the report findings and the recommendations in the
11 coming weeks and months.

12 So next slide, please.

13 --o0o--

14 CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE
15 DIRECTOR VON KOCH-LIEBERT: Great. So just a little bit
16 of background to really kick this off. So in 2019, the
17 Legislature passed Assembly Bill 285, which was authored
18 by Assembly Member Laura Friedman. This bill tasked SGC
19 with producing a report on transportation planning and
20 funding in California and its alignment with our long-term
21 goals. The legislation includes specific requirements for
22 this report, which are listed here on this slide.

23 But the big picture question is how is our
24 planning and funding activities? Do they support our
25 long-term common goals, including climate and equity?

1 Okay. Next slide, please.

2 --o0o--

3 CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE

4 DIRECTOR VON KOCH-LIEBERT: So we wanted to take just a
5 moment and discuss why the Strategic Growth Council was
6 asked to produce this report. So the Strategic Growth
7 Council is an interagency body that is tasked with
8 coordinating and working collaborating to achieve
9 sustainability, equity, economic prosperity, and quality
10 of life for all Californians. We work across agencies
11 with multi- -- with multiple stakeholders to achieve
12 long-term common goals. So it really makes sense that SGC
13 was asked to lead our -- lead the development of this
14 report. And also, they will assess our policies and
15 programs to support multiple objectives.

16 SGC also does fund transportation projects and
17 two of our investment programs are named in the
18 legislation.

19 So next slide, please.

20 --o0o--

21 CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE

22 DIRECTOR VON KOCH-LIEBERT: So for those who may not be
23 familiar with SGC, our council is made up of six Agency
24 Secretaries and the Director of the Governor's Office of
25 Planning and Research. And we also have three public

1 California has ambitious economy-wide commitments to
2 greenhouse gas reduction. So in this particular graphic,
3 you can see the 2030 target of 40 percent GHG reduction
4 below 1990 levels by 2030. And I think what we know from
5 the conversations you're all having, that 2030 is really a
6 milestone on the way to achieving carbon neutrality and
7 greater reductions by 2050, all of which requires actions
8 across the entire economy.

9 Next slide.

10 --o0o--

11 EGON TERPLAN: But within greenhouse gas
12 emissions at large, the largest source of GHG emissions in
13 California comes from transportation specifically, and
14 that's 41 percent of GHG emissions alone, but we also know
15 that it's even more if we look at some of the aspects of
16 the industrial emissions that are associated with the
17 transportation sector.

18 Next slide.

19 --o0o--

20 EGON TERPLAN: But when we dig a little bit more
21 into the transportation question, we -- in looking at
22 mobile sources specifically, we know that while the
23 expansion of zero-emission vehicles is a critical and
24 necessary part of our transportation climate strategy,
25 it's necessary but also not sufficient. And what this

1 chart from CARB shows is that even with a hundred percent
2 zero-emission vehicle sales in 2035 and a rapid expansion
3 to then and beyond then, there still are going to be a
4 significant number of non-zero-emission vehicles on the
5 road for many decades, shown here on the chart as I-C-E,
6 ICE, or internal combustion engines. And so as a result,
7 the amount we drive, and reducing the amount we drive, and
8 the distances we drive is essential in order for us to
9 meet our climate commitments. So VMT reduction becomes a
10 core part of our climate strategy.

11 Next slide.

12 --o0o--

13 EGON TERPLAN: What we also know is that reducing
14 VMT, vehicle miles traveled, has many other co-benefits.
15 And I think we've heard a lot today from other presenters
16 about some of these co-benefits. We can see here clearly
17 some relate to air quality and public health outcomes, as
18 well as cost savings from reduced investment in new
19 infrastructure. But, in fact, how much we drive overall
20 really relates to the larger land use and transportation
21 system, and I think we heard this from some prior
22 presenters, where our homes are located, where our jobs,
23 our schools the land use pattern at large, and then the
24 options that we have to get around with variety of choices
25 including not having to rely on a single occupant vehicle.

1 Next slide.

2 --o0o--

3 EGON TERPLAN: The other part of background that
4 we heard is that unfortunately despite all the efforts
5 we've made, we're still not fully on track to meet our GHG
6 and VMT reduction goals. And you can see so on the graph
7 here that both VMT and carbon di -- CO2 emissions and GHG
8 emissions are both increasing. And so part of the mandate
9 under AB 285 is to explore the larger system that is
10 producing these outcomes. What are the collective
11 planning and funding decisions, and funding processes that
12 are leading to the patterns we're seeing? And the
13 question then becomes what are ways that we can ultimately
14 change that and move closer towards our shared goals?

15 Next slide.

16 --o0o--

17 EGON TERPLAN: But then turning specifically to
18 what is this actual system. We begin from a starting
19 point and an understanding that transportation is a very
20 complex system. It's complex in the funding. It's
21 complex on the planning side. And there are many levels
22 at which it takes place. The federal level, the State
23 level, the regional level, and the local level. And I
24 think here we have CalSTA listed in the umbrella agency of
25 CalSTA with several agencies under it. But Lynn mentioned

1 before that there's transportation spending happening at
2 SGC. There's transportation spending happening at CARB.

3 And so the fact that this transportation is
4 occurring even at the State level in multiple places is an
5 important starting point as we try to make sense of and
6 unpack this larger transportation funding and planning
7 system.

8 Next slide, please.

9 --o0o--

10 EGON TERPLAN: And then we also recognize that
11 the State of California, in particular through Caltrans,
12 puts forth many plans to meet the goals of the
13 transportation system. So the legislation specifically is
14 asking us to look at the California Transportation Plan,
15 as well as a series of modal plans that Caltrans puts
16 forward. And a couple of them are referenced here, but
17 there's, you know, also a State Rail Plan, a Highway
18 System Management Plan, and High-Speed Rail itself, for
19 example, also has a business plan. So these are all
20 related and important State plans that are connected to
21 the larger State planning goals in transportation.

22 Next slide.

23 --o0o--

24 EGON TERPLAN: And then in particular, the
25 California Transportation Plan, the kind of larger

1 mostly from less driving, in a way that is financially
2 constrained and is connected to the land-use system, and
3 as we heard earlier is also connected to RHNA. So the
4 agencies that are on this particular call are all part and
5 parcel of helping make sense of that system and ultimately
6 achieve its goals.

7 So next slide.

8 --o0o--

9 EGON TERPLAN: Given that as context, given that
10 as background as sort of work that we do, work that we
11 understand, we were asked to take on the mandate of
12 exploring AB 285.

13 So to the next slide.

14 --o0o--

15 EGON TERPLAN: And so when we received the
16 assignment from the Legislature, we did a couple things.
17 First, we decided to enter into a contract with UC
18 Berkeley's Institute of Transportation Studies. In a
19 moment, I'm going to turn it over to professor Elizabeth
20 Deakin to share the approach that she and her team have
21 taken.

22 But before doing that, I also want to mention the
23 fact that as this research team was getting started in the
24 work -- on our end was getting started, we've also
25 collaborated very closely with many of the staffs of your

1 already been working on many of these topics. So at
2 Berkeley, in addition to myself, I recruited people from
3 the Berkeley Law School, who had been working on housing,
4 transportation, and environmental issues. At UCLA, my
5 colleague Marty Wachs, who unfortunately passed away
6 before the project was really underway, and I put together
7 a team of UCLA researchers who have done a lot of work on
8 transportation finance and have worked with several of
9 your agencies to make sure that we're reflecting best
10 ideas in the plans that are being developed.

11 And at UC Davis, Susan Handy, and Elisa Barbour,
12 and Amy Lee have been working on metropolitan planning,
13 and analysis methods, and the programming of projects that
14 stem out of the plans, including the Sustainable
15 Communities Strategy. And so this is a team of people
16 who've already been working on this and could draw on
17 their previous work in doing this.

18 We also consulted not only with the relevant
19 agencies, but also with a number of stakeholders. And we
20 conducted over 80 interviews. I personally conducted over
21 70 interviews with elected officials, advocates, academic
22 researchers, and staff of State agencies, transit
23 agencies, cities and counties, the MPOs, and many
24 community groups. And we did that in part because we
25 wanted to make sure that it wasn't just our opinions as

1 senate institutions that we now have that are delivering
2 transportation problems. This -- these problems aren't
3 new, and the solutions aren't new, and they're not limited
4 to California either, but California does have a couple of
5 very specific practices that make it stand out.

6 One is that California is very highly
7 decentralized compared to most other states and other
8 countries. And so the amount of responsibility and
9 authority given to local governments, to cities and
10 counties, is quite exceptional in California. And the
11 second thing is that I think California has been
12 exceptional in being willing try new ideas and to think
13 about reforms that make it a leader in many aspects,
14 including in aspects of greenhouse gases, and I'm hoping
15 going forward, in equity issues as well.

16 Next slide, please.

17 --o0o--

18 ELIZABETH DEAKIN: The second working paper that
19 we're putting together is on State plans. And that's
20 really asking the question how does the California
21 Transportation Plan and other key statewide transportation
22 plans shape the transportation systems that we actually
23 see on the ground, that is actually being delivered. We
24 focus on surface transportation issues and especially on
25 passenger transport, but we also touched on the freight

1 system, which is, of course, a growing piece of the puzzle
2 that we're dealing with in California.

3 And a couple of things that we noted was that
4 there literally are thousands of pages of plans that have
5 been put together. There are 28 plans and related
6 supporting documents that are listed in the California
7 Transportation Plan 2050 as important resources that help
8 shape the plan. The modal plans alone have over 1,500
9 pages, that and the CTP together. So there's a lot that's
10 been written. And yet, still we think there is some --
11 not only quite a bit of overlap in the way they've been
12 put together, but some missing pieces that when we discuss
13 findings in the next couple of weeks, we will elaborate on
14 more, and the papers go into that. The process that we
15 looked at in putting together this working paper was to do
16 a really deep text analysis of the CTP and a somewhat
17 quicker analysis of several of the other plans.

18 And when we -- when I say a deep text analysis,
19 we actually will cite in the paper the page numbers and
20 some quotations that I think will reveal some of the
21 issues that we want to be highlighting. And then we also
22 use the interviews to look at the processing, which the
23 plans were being developed, as well as concrete steps
24 being taken, and even the format of the plans, something
25 that was discussed.

1 Next slide please.

2 --o0o--

3 ELIZABETH DEAKIN: My colleagues at UC Davis are
4 taking the lead on looking at regional plans. And here,
5 the question is how do the Metropolitan Planning
6 Organization Plans, and especially the Sustainable
7 Communities Strategies, which are part of those plans,
8 shape California's transportation system? And in looking
9 at that, it looks at a diverse -- at all 18 MPOs and then
10 takes a more focused look at a diverse subset of the plans
11 from different parts of the state and different sizes of
12 MPOs.

13 So one part of the paper examines the
14 relationship between the MPO plans and their Sustainable
15 Communities Strategies. Another part of the paper looks
16 at the relationship between what actually gets programmed
17 and what's in those plans and Sustainable Communities
18 Strategies using a detailed analysis of the Short Range
19 Transportation Improvement Programs for five MPOs in
20 California. And that's revealing some implementation
21 issues and some gaps there as well.

22 Next slide, please.

23 --o0o--

24 ELIZABETH DEAKIN: The funding analysis being led
25 by John Gahbauer and Juan Matute, graduate students at

1 UCLA, is looking at the question of where the funding is
2 coming from in what quantities, but also what goals and
3 motivations are set forward in the legislation line that
4 authorized each of the major funds and how that affects
5 this. And one of the things that they tried to do is map
6 the historical context to which the programs were
7 developed, their relative magnitude, and degree to which
8 they actually align with contemporary State goals for
9 transportation, including greenhouse gas reduction,
10 environmental protection, and social equity.

11 So that's what that paper is doing. And it turns
12 out that that's a trickier topic than I think we thought
13 it was going to be when we started out with it, because
14 there are so many different plans and programs, but the
15 UCLA team has gotten its arms around the key funding
16 programs, and that's what this paper will discuss.

17 And then the final plan -- next slide, please.

18 --o0o--

19 ELIZABETH DEAKIN: The final paper is a legal
20 analysis of this. And what this working paper does is
21 examine the issues that might be associated with
22 redirecting transportation funds to meet contemporary
23 State goals. That was motivated by comments that were
24 received really as we were getting started on this, or
25 even before, from previous work that several of us had

1 done, where we were told that there was relatively little
2 flexibility and many prior commitments and promises that
3 had been made. And so that was certainly a topic we
4 wanted to look into in more detail.

5 So in this working paper, the issue that's the
6 focus is are there legal issues associated with
7 reprioritizing funding to meet contemporary goals, what
8 are those issues, how much funding flexibility is
9 available under existing laws, and how might we be able to
10 create additional flexibility to pursue the goals,
11 especially the greenhouse gas and equity goals that are so
12 important to us today?

13 So we -- we're putting these five papers
14 together. We've assembled a draft report in which each of
15 the working papers is a chapter and we've also prepared a
16 summary report that digests the key findings and some
17 recommendations that the team would like to put forward.
18 This is an independent university review and an
19 independent university set of recommendations. So I will
20 say right now that what we recommend and what eventually
21 is recommended after there's been much more discussion
22 might not be identical, but you'll get to see what we have
23 to say very shortly. We'll be finished with this project
24 at the end of December and then the reports will be
25 public. So I'd like to, with that, say thank you.

1 CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE
2 DIRECTOR VON KOCH-LIEBERT: Thank you, Dr. Deakin. We
3 really appreciate you presenting your method and the
4 contents of the reports, and just really appreciate your
5 partnership as we have gone through this process together.

6 Can you go back one slide, please.

7 --o0o--

8 CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE
9 DIRECTOR VON KOCH-LIEBERT: Great. So what I wanted to do
10 before we open for questions and feedback is really to go
11 over the next steps. So the next major milestone for us
12 is that as we have our Strategic Growth Council meeting on
13 November 16th, we will be coming back and Dr. Deakin and
14 her team will be presenting not only the method that you
15 saw today, but also a discussion on the findings.

16 So we would invite and welcome everybody to
17 attend that meeting and learn, as we learn, what the
18 researchers have found with this -- these important
19 questions.

20 We'll also be inviting the public to provide
21 feedback at that time as a way to be able to gain
22 information and feedback that will help shape our next
23 steps as we work towards hitting the early 2022 report
24 deadline that the Legislature has set for us. We would
25 like to come back to this group and share a project update

1 with you in 2022. We think that as we move forward with
2 this information, are able to have the facilitated
3 dialogues and stakeholder engagement, that this will
4 continue to be a very helpful and useful process for the
5 State.

6 So with that -- next slide, please.

7 --o0o--

8 CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE
9 DIRECTOR VON KOCH-LIEBERT: -- we'd just like to thank you
10 again for inviting us to be here today and for your
11 attention while we provide -- while we provide this
12 presentation. And we are here to answer any questions or
13 to hear any thoughts and opinions that you have.

14 CARB CHAIR RANDOLPH: Thank you very much.

15 So, Dr. Sperling is ready to go.

16 CARB BOARD MEMBER SPERLING: Yes. I've known
17 Betty for many decades, my friend Betty, so I'd like to
18 direct some questions to her.

19 So I've not been involved in that study and so
20 I -- so I do have some questions. I know there's a big
21 reveal coming soon and you can't tell us all the details,
22 Betty, but, you know, I start -- we started out this
23 meeting, I made a comment that, you know, we created this
24 car-centric transportation system that's marginalized a
25 lot of -- you know, many groups, many parts of our

1 society. And on top of that, you know, adding to what you
2 were talking about, Betty, is that, you know, we've seen
3 big changes kind of starting to evolve in the last decade
4 or so, the focus on climate change, the emergence of a
5 lot of new technologies and business models, you know,
6 scooters, and electric bikes, and ride-hailing, and
7 microtransit. And we'll probably see automated vehicles
8 in a few years.

9 And at the same time, we have government that's
10 really, you know, local government -- you know, you point
11 out local government has a lot of responsibility and
12 authority, but it's also kind of been starved for many
13 years. And so does it really have the capacity to do some
14 of the things we're talking about in this era of change.

15 So the question is, given that there's been
16 essentially this stasis in the transportation sector for,
17 you know, a long, long time, half a century in both -- in
18 how we do things, how we travel, everything and now we
19 want these big changes, what are the prospects for, and
20 what are -- you know, what can we look toward, you know,
21 what's the framework in terms of going forward?

22 It seems like one of the things is we need major
23 restructuring of how we finance transportation and the
24 different modes. And we heard lots of case studies today
25 that really highlighted some of the challenges and

1 opportunities.

2 Can you -- I know that's a big question, but
3 you're really good at big questions. Can you give us some
4 insight?

5 CARB CHAIR RANDOLPH: You're on mute.

6 ELIZABETH DEAKIN: The first question on can --
7 who could actually pull this off, who can actually carry
8 this out has led me to go back and read Jeffrey Pfeffer of
9 Stanford who has written a lot about changing
10 organizations and how you do that.

11 And one of the things that I think is striking
12 about the history of all institutions, not just
13 California's institutions is that they often develop over
14 time by accretion, that is we add policies on top of
15 previous policies without necessarily going back and
16 rethinking or restructuring that set of previous mandates
17 or previous policies.

18 And so it leaves us in the situation where
19 there's a certain amount of cloudiness in any visions that
20 we can have about the future, quite apart from the
21 uncertainties that come along with technological change
22 and the risks that are associated with that.

23 And so that's -- we certainly are addressing this
24 issue and a number of the comments that we received from
25 the people that we talked to we did those interviews not

1 because we didn't think there had already been a lot of
2 public involvement and outreach to other stakeholders and
3 collaborations among State agencies, but because sometimes
4 people will say things in private conversations when they
5 can step back that they might not be comfortable saying in
6 a public forum. And so we wanted to give people that
7 opportunity to have that kind of a discussion with us
8 about this.

9 So we will be reflecting that in this. And
10 you're quite right, technology is changing fast, hard and
11 soft technology. And part of -- the second working paper
12 on the State plans, one of the things we actually did is
13 we ran a text analysis piece of software on the -- on the
14 California Transportation Plan 2050 and counted the number
15 of times the terms like new technology, micromobility,
16 automated vehicles, TNCs, et cetera came up. And so
17 you'll see that relatively small piece of the overall
18 study with that analysis in there. And certainly we're --
19 there's a lot of counting on new technology to do a lot of
20 this.

21 And yet, I think Egon made the point that the
22 analyses that we've seen in the CARB reports, which again
23 are not -- this is not news to us. These are -- these are
24 analyses we've seen now for 30 years, have said we can't
25 rely entirely on technology. It's a little bit risky.

1 It's a little bit uncertain how fast it's going to come
2 along.

3 In this case, we have to watch out for what the
4 federal government might decide to do about stepping in on
5 some of the things that California might want to do in
6 future years, lots and lots of issues that go along with
7 that. And so we need to be looking at what we can do
8 about our land use, transportation, and environmental
9 planning process to do this. And at the same time, we
10 have, I think, very pressing social equity goals, and we
11 need to be reflecting those in a much more robust way than
12 we have in the past. And, you know, 1960 -- 60s were when
13 we passed civil rights acts and housing acts that were
14 intended to change the way we do business in the housing
15 area. And as was said earlier, we're still trying to
16 figure out how to implement those things in a way that
17 actually has a meaningful result on the ground. So we
18 have our work to do on that.

19 And we will be addressing both -- both of those
20 issues in the findings. So, Dan, I hope you will join us
21 at the presentation where we roll this out with the
22 Strategic Growth Council because your views would be very
23 welcome.

24 CARB BOARD MEMBER SPERLING: I'll be there.

25 ELIZABETH DEAKIN: Okay.

1 CARB CHAIR RANDOLPH: Thank you. Okay. Any
2 other Commissioners, or Board members, or HCD leadership
3 who would like to pose questions or share some thoughts?

4 Okay. We will now have public comment on this
5 item. If you'd like to comment on it, click -- raise your
6 hand in Zoom or dial star nine, if you are calling in by
7 phone, and the Board Clerk will call the commenters.

8 CARB BOARD CLERK ESTABROOK: Thank you.

9 Our first two commenters today are Mike Bullock
10 and Steve Birdlebough.

11 So Mike, I have activated your microphone. You
12 can unmute and begin.

13 MIKE BULLOCK: Yeah. Thank you very much. I
14 have to go back to something because of what Mr. Terplan
15 said from the SGC. Yes, State mandates are important.
16 But when you write an Environmental Impact Report, it's
17 about what happens in the physical world, not the
18 legislative number. It's what are the climate scientists
19 saying is going to happen. In other words, does the
20 project contribute to climate destabilization, where we
21 lose all ability to stop the climate from creating a
22 disaster or not, or does it contribute to stabilization.
23 And I'll know that we have a much better chance when
24 people use stabilization, destabilization, stabilizing,
25 they use those words and more than they talk about State

1 mandates.

2 The OTHER thing I wanted to mention is that we
3 talked a little bit about democracy. And the MPOs are not
4 very good democratic organizations, because it is not a
5 proportional representation. And we fixed that problem
6 here in San Diego and what a huge change it made. And it
7 was Lorena Gonzalez's AB 805 and it said that the weighted
8 vote could be called for and the weighted vote would make
9 the decision. And we have Executive Director Hasan
10 Ikhrata an honest man, a man who listens to facts and acts
11 accordingly, and what a huge change. And every MPO should
12 do that. The problem with AB 805 is it wasn't statewide.
13 It only fixed the problem down here for one single MPO.

14 And the representation, you talk about equity,
15 you talk about the BIPOC community, it doesn't take much
16 analysis to see that the tally vote who was being
17 disenfranchised. And, you know, John Lewis suffered a
18 fractured skull and lucky he wasn't killed. What a brave
19 and wonderful American, but we don't seem to take note and
20 we let these MPOs operate with this tally vote, where each
21 municipality gets one vote. That's not quite right. They
22 gave San Diego two votes in the tally vote and -- but they
23 had half the population. And so it was not even close.

24 I want to talk about freeway lids. I want to
25 talk about -- that's being proposed down here, and I want

1 to talk about induced traffic demand in reverse, and that
2 is if you reduce the number of lanes, you will not
3 increase congestion, when steady state occurs, you'll have
4 the same congestion. That's because people adjust. So it
5 goes both ways.

6 I could say more, but I'm out of time. Thank you
7 very much.

8 CARB BOARD CLERK ESTABROOK: Thank you.

9 Steve Birdlebough. You may unmute yourself and
10 begin.

11 STEVE BIRDLEBOUGH: Yes. Here at the other end
12 of the state, we are attempting to deal with the VMT
13 problem and we're attempting to do it in a very short
14 period of time. Sonoma County wants to carbon neutral by
15 2030. That's a very, very ambitious goal and -- but we
16 want to focus on it. And what we've come up with is that
17 we need to reduce the amount of driving by about five
18 percent per year for each household.

19 As we've examined the right -- the VMT in
20 households, we've found that 16 percent of the households
21 are responsible for 52 percent of the GM -- of the VMT.
22 These are the super commuters. And the rest of them are
23 going very short distances and most of those distances
24 could easily be done -- most of those trips could easily
25 be done on an electric bike.

1 And so we're really looking at the possibility of
2 shifting a large number of people from hopping in the car
3 every time they need to go two or three miles to using
4 their bicycles and making the road structure that already
5 exists into something that is really attractive for people
6 who want to cycle or walk. And we don't expect that that
7 will solve the entire problem, but I think it does pay the
8 right amount of attention to existing networks that can be
9 adapted to the new -- the new priority of getting us out
10 of our cars and into other methods of transportation.

11 And I think one piece that can be a big part of
12 that in small neighborhoods is to make sure that there's
13 a shop on many, many more street corners than now exists.
14 We don't need to go to a strip mall in order to buy
15 groceries. So those are just some of the local issues
16 that contribute to what it is we're trying to accomplish
17 here. Thank you for the time.

18 CARB BOARD CLERK ESTABROOK: Thank you.

19 Kevin Ma, I have activated your microphone. You
20 can unmute and begin.

21 KEVIN MA: Good afternoon agencies. I'd like to
22 echo the same concerns that the last two speakers have
23 said is that a lot of the local jurisdictions are making
24 plans to address AB 32 goals, as well as further goals.
25 For instance, my previous City of Palo Alto has an 8530

1 goal, which is extremely ambitious, especially given that
2 vehicle and transportation emissions make up a large
3 amount of the GHG emissions of the city, and that EVs are
4 kind of what they're banking on, because the issue with
5 locally -- local jurisdictions that's fundamentally a lot
6 of people do run on campaigns of reducing traffic usually
7 by increasing the amount of highways, lands in their area,
8 because there's a general -- there's a large amount of
9 opposition to perhaps locally beneficial changes, such as
10 bike lanes, or, you know, anything that's not car related
11 transportation improvements that we've seen a streamlining
12 effort passed in the Legislature last year to try to
13 address those issues, because locally we've seen CEQA
14 against sidewalks, against bike lanes, because they take
15 away parking, against anything that does not benefit me as
16 a driver fundamentally.

17 And that I feel like there should be either
18 greater streamlining efforts made for things that aren't
19 highway expansions, for instance in Downey for things that
20 actually can make improvement changes, such as you know
21 HSR having spent a billion dollars on an EIR. That just
22 seems, at this point, more and more further away than any
23 of our lifetimes, and that we should be encouraging or, at
24 this point, mandating local jurisdictions to start
25 speeding up feasibilities to make bike and pedestrian

1 improvements, because fundamentally, if -- again, since a
2 lot of people were kvetching about SB 743's change from a
3 level of service to VMT, we are still slowly seeing cities
4 catch up to it.

5 It's just that the inertia amongst the populace
6 with the inertia on staff is a great barrier against that,
7 especially since base -- the opposition would pose basic
8 changes. They're thinking like why do I care about
9 transit on developments if I don't prove that everyone of
10 them takes transit, or that people who think about VMT in
11 very local terms. We see San Jose debate about zoning
12 changes that people who say that VMT is in --
13 unmitigatable without looking at the greater context of
14 where people are trans -- commuting from, you know,
15 Modesto, from the Central Valley, even some from San Diego
16 for God sakes, that it becomes very localized. And the
17 issue with our MPOs, our MPOs are made up of the same
18 elected officials who have the same local concerns about
19 local control, about what their constituents want in the
20 overall framing can be detrimental to our general VMT and
21 GHG reduction goals.

22 Thank you.

23 CARB BOARD CLERK ESTABROOK: Thank you.

24 Chair, the concludes the commenters.

25 CARB CHAIR RANDOLPH: Thank you very much.

1 Okay. So the next item on our agenda is an
2 update on our joint agency work. And so I'd like to
3 invite CARB's Executive Director Richard Corey to provide
4 a brief update and then summarize some of the key themes
5 and next steps from today's meeting.

6 CARB EXECUTIVE OFFICER COREY: Yes. Thanks,
7 Chair, and confirming I can be heard?

8 CARB CHAIR RANDOLPH: Yes.

9 (Thereupon a slide presentation.)

10 CARB EXECUTIVE OFFICER COREY: Good. Thank you.
11 Hey, I want to first, as you noted, Chair, thank the guest
12 speakers provided really great insights and
13 recommendations and help maximize community benefits,
14 avoid unintended impacts. And I was reflecting on the
15 first meeting actually of the CARB-CTC. I think we're
16 coming up on three and a half. For three and a half years
17 we'll note, come a long way in terms of the conversation,
18 the recognition, honest discussion of the issues and the
19 inclusion of HCD who was brought in later, and the
20 collaboration. It's super exciting. We all obviously
21 have a lot of work in really improving community
22 engagement going forward.

23 But the recognition of the issues, the
24 challenges, and the optimism in terms that we can
25 collaborate going forward. It's pretty exciting. That

1 three and a half years, again a lot has happened and it is
2 exciting I think for our respective teams in terms of
3 where we are.

4 --o0o--

5 CARB EXECUTIVE OFFICER COREY: I have a few
6 announcements and then we're shifting the updates, as you
7 noted. For the three agencies, we previously provided
8 during these meetings from doing individual or siloed
9 updates about what each of our agencies is doing and now
10 we're focusing these updates on our work together, how are
11 we collaborating and how is that moving together.

12 But to ensure all the public information about
13 the work our agencies are doing is available for you all
14 available the public. We posted that information on our
15 website. It provides more detail on our joint
16 accomplishments as well as our joint updates. It also
17 includes some of the upcoming events that we're connected
18 on through our joint work. So I encourage people to take
19 a look and engage in that forum as well.

20 I'd also like to briefly highlight the two key
21 planning processes that involve multiple agencies and some
22 of the themes that were touched on over the course of
23 today's discussion. Many of the agencies and stakeholders
24 are participating in the process to update the Climate
25 Change Scoping Plan. And it will contain actions the

1 State agencies could take to create more sustainable and
2 equitable communities, reduce VMT, which we've talked a
3 lot about today, and reach carbon neutrality by
4 mid-century.

5 Also the upcoming State Implementation Plan will
6 build on the 2020 Mobile Source Strategy, which includes
7 strategies that we've talked about at these joint
8 meetings, transitioning to zero-emission vehicles,
9 achieving greater VMT reductions, and stronger focus on
10 helping communities that are disproportionately impacted
11 by our transportation system. The posted document
12 includes more details on both of these efforts, but really
13 significant efforts over the next year as the plans are
14 developed and brought before the Board towards the end of
15 2022.

16 --o0o--

17 CARB EXECUTIVE OFFICER COREY: And I also wanted
18 to highlight some of the exciting budget news really on
19 multiple agencies, and that is the final State budget
20 included the biggest climate package in history for the
21 State and billions of dollars for housing and homelessness
22 investments. This slide highlights the budget package
23 that includes more than 1.5 billion -- \$1.5 billion to
24 support the transition to zero-emission vehicles and
25 infrastructure, as we discussed during the April joint

1 meeting, including a focus on drayage trucks, transit
2 buses, zero-emission school buses, all of which moves us
3 forward with respect to climate target GHG reductions, but
4 also with respect to reductions of toxic pollutants as
5 well as pollutants that contribute to our regional air
6 quality problems with respect to ozone and PM2.5.

7 --o0o--

8 CARB EXECUTIVE OFFICER COREY: This year, the
9 Governor signed a landmark -- a landmark slate of
10 legislation authorizing a total of 22 billion to meet
11 California's housing needs in concert with the State's
12 climate and equity goals. The list highlights key
13 investments included in the building infrastructure,
14 creating the financing for development, giving local and
15 regional agencies new tools in funding services to end and
16 prevent homelessness, all necessary to promote
17 location-efficient complete communities, also discussed
18 quite a bit over the course of today, and by creating
19 denser housing closer to California's daily destinations
20 and expanding access to that housing for all Californians
21 through services.

22 These investments aim to meet housing needs while
23 shrinking commutes, adding mobility options, so it's
24 not -- the car is not the only solution and path to get
25 from point A to point B, and ultimately reducing GHG

1 emissions. Implementing these investments will utilize
2 new and existing partnerships between HCD, CARB, CTC, our
3 growing partnership here, among other State agencies, and
4 communities to monitor and drive California's progress
5 towards these goals.

6 --o0o--

7 CARB EXECUTIVE OFFICER COREY: The California
8 Transportation Commission is preparing several calls for
9 projects in 2022, specifically the Active Transportation
10 Program will call for projects in spring and the SB 1
11 competitive programs, the first three listed programs on
12 this slide, will call for projects in summer and -- over
13 the course of the summer. These programs fund a variety
14 of multi-modal transportation infrastructure, including
15 rail, transit, active transportation, and highway
16 improvements throughout California.

17 The CTC continues to request increased funding
18 for active transportation and transit projects. Last
19 month, the Commission requested a one-time augmentation of
20 two billion from the general fund surplus for the active
21 transportation program, and 2.5 billion to fund transit
22 projects in the State Transportation Improvement Program.
23 The proposed funding would promote mobility options that
24 reduce vehicle miles traveled in alignment with
25 California's ambitious climate goals, as well as provide

1 enhanced connectivity to housing, jobs, services, and
2 recreation.

3 Now we just need to turn all these resources into
4 action and we look forward to future joint meeting
5 discussions where we can talk about the continuing efforts
6 to better align our investments, and as I indicated
7 earlier, the enthusiasm and passion of the representatives
8 from our teams is infectious. It's a really exciting
9 time.

10 --o0o--

11 CARB EXECUTIVE OFFICER COREY: So to wrap-up.
12 Today's meeting further illuminated the complexity of
13 fostering a sustainable and equitable community, as well
14 as state. Some of the key elements, affirmatively
15 furthering fair housing, increasing development in infill
16 areas, providing more transportation choice, and creating
17 environments that support walking, biking, and transit,
18 and reducing driving, have been situated in their own
19 unique institutional structures. And as we saw today, the
20 beginning efforts that our agencies are taking to align
21 some of these considerations and processes to better
22 achieve better outcomes, and address our respective
23 mandates.

24 So the goal is to create more sustainable
25 communities that support emission reductions and VMT as an

1 important metric - we talked about that - to consider as
2 it is connected in so many ways to the issues that we
3 focus on with housing, air quality, toxics, community,
4 GHGs. It's really connected across the Board, housing
5 equity, transportation systems, public health, and the
6 development of sustainable communities.

7 So we're looking very forward to using these
8 joint meetings to work on these really big picture, big
9 picture challenges, as well as opportunities that they
10 present. So we clearly have a lot at stake, all of us, in
11 ensuring -- the State in ensuring that California can
12 build enough housing for all people, and that we do so in
13 forums and places that also advance climate and equity
14 goals. And even though CARB and CTC are not housing
15 agencies, there are things we can do to help support
16 location-efficient housing production. Similarly, HCD's
17 efforts to promote housing in low-VMT, high-opportunity
18 areas will help the State meet its commitments to reduce
19 GHGs and improve air quality.

20 The presentations from the community-based
21 organizations show how we can strengthen the community
22 benefits of our investments with complementary policies
23 and actions to ensure that the State investments support
24 local priorities and better local resident experience.

25 And finally, the research for the -- for

1 California transportation assessment really makes us think
2 about our current transportation planning and funding
3 systems and the need for alignment with our long-term
4 goals. I think the next steps from this meeting are for
5 our staff to continue collaborating on Board interagency
6 efforts, or rather, broad interagency efforts, like CAPTI
7 implementation, the Climate Change Scoping Plan, and the
8 State Implementation Plan for air quality.

9 And as the Chair indicated, we're really
10 encouraging staff, encouraging staff to think big what are
11 the big things we need to do, how do we authorize
12 transportation pricing strategies and implement them in a
13 way to ensure equity? How do we take the findings from
14 the AB 285 report and reshape our transportation planning
15 and funding systems, such that they better support our
16 equity, climate, and housing objectives? How do we
17 incentivize local actions that are necessary to support
18 the successful implementation of regional, sustainable
19 communities strategies? We need to keep pushing for
20 solutions and it's going to take transformative actions,
21 transformative actions.

22 Looking ahead to our future meetings, we already
23 have dates for the next year's joint meetings April 7th
24 and November 3rd, 2022, so I'm especially looking forward
25 to the joint meetings next fall when we'll hear our first

1 progress report on the implementation of CAPTI actions.

2 And finally, I'd like to acknowledge the
3 distinguished career of someone who has been critical to
4 the development of these joint meetings as a venue for
5 collaboration between our agencies. Monique Davis, who is
6 a Staff Air Pollution Specialist with CARB is in our
7 Sustainable Communities and Transportation Division is
8 retiring after 21 years at CARB. So during her tenure
9 here, Monique has played key roles in some of our most
10 important and visible efforts, including most recently
11 establishing a collaborative process to plan these joint
12 meetings with our respective agencies with a clear focus
13 on community engagement and equity.

14 We're going to miss Monique and really thank her
15 for her service. And with that, Chair, I turn the mic
16 back to you. Thank you.

17 CARB CHAIR RANDOLPH: I will echo our thanks
18 Monique who has done a fabulous job at CARB over the
19 years. And this meeting is a testament to her dedication
20 and thoroughness in how she approaches her work. So we're
21 deeply appreciated -- appreciative of her -- of her
22 service.

23 Yay, Monique.

24 Okay. Chair Norton, would you like to make any
25 closing comments for the meeting today?

1 CTC CHAIR NORTON: I sure would. I want to thank
2 you -- as my screen comes back on. I want to thank you
3 for a wonderful meeting. And I think this is emblematic
4 of the type of work we are doing together every day.
5 These meetings that we have every -- twice a month -- a
6 year is not emblematic of where we are working together
7 and achieving common goals together.

8 And so I love that this meeting was reflective of
9 the ways in which we are interacting, the ways in which we
10 are goal setting together and how we are recognizing our
11 interdependence. We don't have control over where jobs
12 go. We have some vision about where housing should go.
13 But as we look at that interplay, we certainly can add to
14 the opportunities to move people better and to achieve
15 goals for reduced emissions and greater opportunities for
16 access for equity across the board.

17 I really love your quote Chairwoman Randolph that
18 equity has to be a foundation and not an accessory. I am
19 going to take that with me from this meeting today. I
20 thought that it was brilliant. I also loved Dr. Destiny
21 Thomas's quote of I believe in planning at the speed of
22 dignity. It was remarkable.

23 And I will thank all of you who prepared your
24 presentations and have included them, so that people can
25 go over them, and look at them, and review them, and still

1 reflect on them, and allowed yourselves to be on-call as
2 we want to reflect and ask more insightful questions after
3 this meeting. Just because we didn't ask questions in
4 public comment doesn't mean that we don't have tons of
5 them. We just need to percolate on them a little bit.

6 I want to thank the agency staff of all the
7 agencies and our external partners for the engaging
8 presentations we heard today. I also want to thank our
9 stakeholders and the public for attending and providing
10 valuable public comment. I want to thank my Commission
11 colleagues who've been here through this meeting and have
12 asked insightful questions, and for the questions that
13 have been asked by everybody that are moving us to better
14 places together.

15 We look forward to seeing you at the next joint
16 meeting of CTC, CARB, and HCD which will be held on April
17 7th and hosted by the CTC.

18 Thank you.

19 CARB CHAIR RANDOLPH: Thank you, Chair Norton.

20 Commissioner Alvarado, did you want to make a
21 comment as well?

22 CTC VICE CHAIR ALVARADO: Thank you, Madam Chair.
23 My term is up and I'm not going to seek another term on
24 the CTC, so I won't be at the next meeting. But I would
25 just like to -- you know, as we go through, and develop,

1 and implement these policies, I want us to put our
2 shoes -- put ourselves in the shoes of those poor and
3 middle income folks. You know, as we develop -- like I
4 said, you know again, as we develop and implement these
5 policies, we have to -- we have to understand that, you
6 know, we're working two jobs. We're dropping kids off at
7 child care, schools, sports, being a part of that super
8 commuter, and you can't do that on public transit.

9 So I just want to just remain vigilant about
10 their plight and hope that as we manage this VMT and GHG,
11 that we take those folks into consideration. That's all,
12 but it's a great meeting. I really enjoyed it. I want to
13 again, as you both said, thank the staffs. It's just --
14 they've done an amazing job keeping everybody on track.
15 And thank you very much to CARB for hosting this meeting
16 today.

17 CARB CHAIR RANDOLPH: Thank you very much. I
18 think today's discussion was excellent. It was, you know,
19 very, very substantive detailed. It was really a great
20 opportunity to hear how all of our agencies are working
21 together and bringing equity into all of the work that we
22 do, and really, you know, achieving these climate,
23 transportation, and housing goals. But I -- you know, I
24 really appreciated the panelists from the community
25 organizations who were basically clearly saying this is

1 great. You need to do more and giving us some actionable,
2 you know, real-world examples, and recommendations, and
3 next steps to think about as we're operationalizing this,
4 and the importance of ensuring that there are equitable
5 outcomes for the low-income residents, for the super
6 commuters, for -- you know, for those who have to grapple
7 with difficult challenges and who have been bearing the
8 burden of the California economy for decades.

9 And so I really appreciated that clear
10 perspective and substantive direction and recommendations.
11 And so I'm looking forward to working with our sister
12 agencies to operationalize those recommendations, and to
13 keep moving forward, and to keep working hard to achieve
14 these goals, and make sure that benefits are felt by
15 everyone and that the harms are not exported to the few.

16 So thank you so much for a great day. Thanks to
17 the staff. Thank you again to Monique. We will -- we
18 will miss you. I really appreciated this -- the structure
19 of this meeting and it's really a testament to your vision
20 and hard work.

21 So I think that is it. And I look forward to
22 seeing most of you at the April joint meeting and we are
23 adjourned.

24 (Thereupon the California Air Resources Board,
25 California Transportation Commission, and

California Department of Housing and Community
Development meeting adjourned at 2:43 p.m.)

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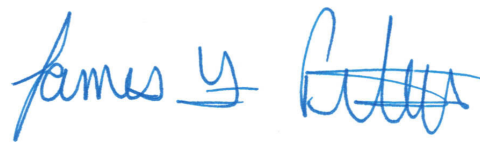
CERTIFICATE OF REPORTER

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 18th day of November, 2021.



JAMES F. PETERS, CSR
Certified Shorthand Reporter
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