

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

ZOOM PLATFORM

THURSDAY, NOVEMBER 4, 2021

9:03 A.M.

JAMES F. PETERS, CSR  
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APPEARANCES

CARB BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Gideon Kracov

Senator Connie Leyva

Tania Pacheco-Werner, PhD

Barbara Riordan

Supervisor Phil Serna

Professor Daniel Sperling

CTC COMMISSIONERS:

Hilary Norton, Chair

Bob Alvarado, Vice Chair

Rocco Davis

Lee Ann Eager

Clarissa Reyes Falcon

Carl Guardino

Fran Inman

Joseph K. Lyou, PhD

Michelle Martinez

APPEARANCES CONTINUED

CALIFORNIA TRANSPORTATION AGENCY:

David S. Kim, Agency Secretary

CARB STAFF:

Richard Corey, Executive Officer

Edie Chang, Deputy Executive Officer

Chanell Fletcher, Deputy Executive Officer

Annette Hebert, Deputy Executive Officer

Ellen Peter, Chief Counsel

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

Katie Estabrook, Board Clerk

Suzanne Hague, AICP, Sustainable, Equitable Communities  
and Housing Expert California Air Resources Board

CTC STAFF:

Mitch Weiss, Executive Director

Tanisha Taylor, Chief Deputy Director

Laura Pennebaker, Deputy Director

Brigitte Driller, Assistant Deputy Director

C. Sequoia Erasmus, Associate Deputy Director

Doug Remedios, Clerk of the Commission

APPEARANCES CONTINUED

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
STAFF:

Gustavo Velasquez, Director

Megan Kirkeby, Deputy Director

Tyrone Buckley, Assistant Deputy Director

SPECIAL GUESTS:

Elizabeth Deakin, University of California, Berkeley

Grecia Elenes, Leadership Counsel for Justice and  
Accountability

Laura Ann Fernea, City Heights Community Development  
Corporation

Egon Terplan, Governor's Office of Planning and Research,  
California Strategic Growth Council

Destiny Thomas, PhD, Thrivance Group

Randy Torres-Van Vleck, City Heights Community Development  
Corporation

Lynn von Koch-Liebert, California Strategic Growth Council

ALSO PRESENT:

William Barrett, American Lung Association

Steve Birdlebough, Transportation and Land Use Coalition

Mike Bullock

Laura Rosenberg Haider

Kevin Ma

Muriel Strand

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PROCEEDINGS

CARB CHAIR RANDOLPH: Good morning. Welcome to the November 4th joint meeting of the California Air Resources Board, the California Transportation Commission, and the Department of Housing and Community Development. Before we get started, I wanted to take a moment and welcome two new Commissioners and Board members to our meeting, CTC's new Commissioner Clarissa Falcon. We look forward to working with you. And then I'd also like to welcome Senator Connie Leyva to her first joint meeting. Senator Leyva was appointed to our board in June of this year as an ex officio member. So this will be her first joint CTC, HCD meeting, so we're looking forward to having her insights.

This is my first time hosting the joint meeting and I'm very excited about discussing our agency's coordination on housing and transportation with a key focus on equity and how we operationalize equity and ensure that it's the center of everything we do.

So first, we will begin with a roll call of CARB Board members and then I'll turn it over to CTC Chair Hilary Norton, followed by Director Velasquez of the Housing and Community Development Department.

Board Clerk.

CARB BOARD CLERK ESTABROOK: Thank you, Chair.

1 Dr. Balmes?

2 CARB BOARD MEMBER BALMES: Here.

3 CARB BOARD CLERK ESTABROOK: Mr. De La Torre?

4 Mr. Eisenhut?

5 CARB BOARD MEMBER EISENHUT: Here.

6 CARB BOARD CLERK ESTABROOK: Supervisor?

7 Fletcher?

8 Senator Florez?

9 Assemblymember Garcia?

10 Ms. Hurt?

11 Mr. Kracov?

12 CARB BOARD MEMBER KRACOV: Here.

13 CARB BOARD CLERK ESTABROOK: Senator Leyva?

14 SENATOR LEYVA: Here.

15 CARB BOARD CLERK ESTABROOK: Dr. Pacheco-Werner?

16 CARB BOARD MEMBER PACHECO-WERNER: Here.

17 CARB BOARD CLERK ESTABROOK: Mrs. Riordan?

18 CARB BOARD MEMBER RIORDAN: Here.

19 CARB BOARD CLERK ESTABROOK: Supervisor Serna?

20 CARB BOARD MEMBER SERNA: Here

21 CARB BOARD CLERK ESTABROOK: Professor Sperling?

22 CARB BOARD MEMBER SPERLING: Here

23 CARB BOARD CLERK ESTABROOK: Ms. Takvorian?

24 Vice Chair Berg?

25 Chair Randolph?



1 CARB CHAIR RANDOLPH: Here.

2 CARB BOARD CLERK ESTABROOK: Madam Chair, we have  
3 a quorum.

4 CARB CHAIR RANDOLPH: Thank you.

5 Chair Norton, would you like to have your clerk  
6 call the roll?

7 CTC CHAIR NORTON: I would. Douglas, could you  
8 please call the roll today.

9 CTC CLERK REMEDIOS: Thank you, Madam Chair.

10 Commissioner Alvarado?

11 CTC VICE CHAIR ALVARADO: Yes, sir.

12 CTC CLERK REMEDIOS: Commissioner Davis?

13 CTC COMMISSIONER DAVIS: Here.

14 CTC CLERK REMEDIOS: Commissioner Eager?

15 CTC COMMISSIONER EAGER: Here.

16 CTC CLERK REMEDIOS: Commissioner Falcon?

17 CTC COMMISSIONER FALCON: Good morning, you all.

18 Here.

19 CTC CLERK REMEDIOS: Commissioner Grisby?

20 Commissioner Guardino?

21 CTC COMMISSIONER GUARDINO: Present.

22 CTC CLERK REMEDIOS: Commissioner Inman?

23 CTC COMMISSIONER INMAN: Here.

24 CTC CLERK REMEDIOS: Commissioner Lyou?

25 CTC COMMISSIONER LYOU: Here.

1 CTC CLERK REMEDIOS: Commissioner Martinez?

2 CTC COMMISSIONER MARTINEZ: Present.

3 CTC CLERK REMEDIOS: Commissioner Tavaglione?  
4 Chair Norton?

5 CTC CHAIR NORTON: Present.

6 CTC CLERK REMEDIOS: Senator Newman?  
7 Assemblymember Friedman?

8 Madam Chair, we have a quorum.

9 CTC CHAIR NORTON: Thank you so much, Douglas.

10 CARB CHAIR RANDOLPH: And Director Velasquez,  
11 would you like to introduce your team?

12 HCD DIRECTOR VELASQUEZ: Thank you. Chairwoman  
13 Norton -- I mean, Randolph and Norton both.

14 (Laughter.)

15 HCD DIRECTOR VELASQUEZ: It's great to be with  
16 you. I believe we have, yes, a number of our team members  
17 with us. Megan Kirkeby, our Deputy Director for the  
18 Office of Policy Development, Josh Rosa -- my colleague  
19 Josh Rosa, who handles transportation and climate  
20 portfolio, and I believe that's all for this morning.

21 CARB CHAIR RANDOLPH: All right. Thank you.  
22 Okay. So now we need to do our housekeeping announcements  
23 before we get started. So I am going to turn it over to  
24 the Board Clerk who will provide more details on today's  
25 procedures.

1 CARB BOARD CLERK ESTABROOK: Thank you.

2 Good morning, everyone. My name is Katie  
3 Estabrook and I'm one of the Board clerks here at CARB. I  
4 will provide some information on how the public  
5 participation will be organized for today's meeting. If  
6 you wish to make a verbal comment on one of the items or  
7 you want to make a comment during any of the comment  
8 periods, you must be using Zoom webinar or calling in by  
9 phone. If you are currently watching the webcast on  
10 CAL-SPAN, but you wish to comment, please register for the  
11 Zoom webinar or call in. Information for both can be  
12 found on the public agenda.

13 To make a verbal comment, we will be using the  
14 raise-hand feature on Zoom. If you wish to speak on a  
15 Board item, please virtually raise your hand as soon as  
16 the item has begun to let us know you wish to speak. To  
17 do this, if you are using a computer or tablet, please  
18 click the raise-hand button. If you are calling in on the  
19 telephone, dial star nine to raise your hand. Even if you  
20 have previously registered and indicated which item you  
21 wish to speak on, please raise your hand at the beginning  
22 of the item. If you don't raise your hand, your chance to  
23 speak will be skipped.

24 When the comment period begins, the order of  
25 commenters will be determined by who raises their hand

1 first. I will call each commenter by name and then  
2 activate each commenter when it is their turn to speak.  
3 For those calling in by phone, I will identify you by the  
4 last three digits of your phone number.

5 We will not be showing a list of commenters,  
6 however I will be announcing the next three or so in  
7 the queue, so you are ready to testify and know who is  
8 coming up next. Please note, that you will not appear by  
9 video during your testimony.

10 I would also like to remind everyone, commenters,  
11 Board members, and CARB staff, and Commissioners, please  
12 state your name before -- for the record before you speak.  
13 This is important in the remote meeting setting. It is  
14 especially important for those calling in to testify on an  
15 item. We will have a time limit for each commenter. The  
16 normal time limit is three minutes, though this could  
17 change based on the Chair's discretion.

18 During public testimony, you will see a timer on  
19 the screen. For those calling in by phone, we will run  
20 the timer and let you know when you have 30 seconds left  
21 and when your time is up.

22 If you wish to submit a written comment today,  
23 please visit CARB's send-us-your-comments page or look at  
24 the public agenda on our webpage for links to send those  
25 documents electronically. Comments will be accepted on

1 each item until the item's conclusion.

2 I would like to give a friendly reminder to Board  
3 members and staff to please mute yourself when you are not  
4 speaking to avoid background noise. And when you do  
5 speak, please speak from a quiet location. If anyone  
6 experiences technical difficulties, please call  
7 (805)772-2715 so an IT person can assist you. This  
8 number is posted on our public agenda.

9 Thank you. I'll turn it back to you Chair  
10 Randolph.

11 CARB CHAIR RANDOLPH: Thank you so much. The  
12 great thing about these joint meetings is they bring  
13 together, transportation, housing, and climate, which are  
14 the key building blocks of equitable and sustainable  
15 communities. California has aggressive climate goals that  
16 depend on a combination of transformative actions related  
17 to transportation and housing. And achieving these goals  
18 is a huge challenge for all of our agencies, and it will  
19 require broad system-wide changes that will be touching  
20 all of us.

21 All people in California deserve to have  
22 affordable and accessible housing and clean transportation  
23 choices that provide access to high quality jobs,  
24 education, amenities, and services. This is about  
25 building communities to provide a range of housing and

1 transportation options that allow people to get where they  
2 need to go in the cleanest way possible and reduce  
3 dependence on solo occupant vehicles trips.

4           And so that's going to be the focus of our  
5 discussion today, the connections between housing and  
6 transportation and thinking about how we achieve our  
7 housing, transportation, and climate goals in a way that  
8 brings equitable outcomes. This means increasing our  
9 focus on communities that have been under-resourced and  
10 disenfranchised. We will hear about why the housing  
11 crisis matters to transportation agencies and why our  
12 coordination is so vital to address the housing crisis in  
13 a way that also advances our shared climate goals and  
14 provides local benefits, particularly for under-resourced  
15 communities.

16           To that end, this morning, we'll hear from our  
17 agencies' equity leaders, who will set the stage for the  
18 today, and talk about the work they are doing to make  
19 equity an integral part our program.

20           This afternoon, we'll hear from agency staff who  
21 have been working together to address the need for  
22 producing more infill housing while keeping equity at the  
23 forefront. In both of the morning and afternoon sessions,  
24 we have some excellent guest speakers from community  
25 focused organizations who will share their experiences and

1 provide recommendations for how State agencies can ensure  
2 equity while addressing housing and transportation issues.

3 We will round out the day with a presentation  
4 from the Strategic Growth Council and a University of  
5 California researcher about their report on California's  
6 transportation planning and funding systems and how they  
7 do or do not work to support the state's climate goals.

8 These systems include a broad array of plans and  
9 programs that are critical for achieving the kinds of  
10 equitable sustainable communities we need to foster and  
11 the everyday decisions each of our agencies make is  
12 embedded a much larger system of planning and funding that  
13 are rooted in decades of law and practice.

14 So this research examines the systems with an eye  
15 on whether they're designed to meet today's challenges  
16 around climate and equity.

17 So now I would like to turn it over to Chair  
18 Norton to share her opening remarks.

19 CTC CHAIR NORTON: Thank you so much Chairwoman  
20 Randolph. It is such a pleasure to be here. And I am so  
21 excited to welcome the fellow Commissioners from CTC, ARB  
22 Board members, and HCD leadership.

23 I agree with you that collaborative vision and  
24 intersectional solutions and remedies are key, especially  
25 in this time when funding, when the crises that we are

1 experiencing, and all of the elements of a comprehensive  
2 solution are in our collective purviews.

3 First, it's a privilege to join you today and I  
4 would like to recognize you Chair Randolph, as this is the  
5 first joint meeting that you're chairing. Congratulations  
6 and we're excited for the day ahead.

7 I'd also like to welcome to the meeting  
8 Commissioner Clarissa Falcon. Commissioner Falcon was  
9 appointed to the California Transportation Commission by  
10 the State Senate in September and this is your first joint  
11 meeting and we're delighted to have you here.

12 I'm greatly looking forward to the presentations  
13 we'll hear today on the topic of coordinating  
14 transportation, housing, climate, and equity. The  
15 Commission has been working diligently in these areas and  
16 we look forward to providing updates on our work  
17 throughout the day.

18 First, you'll hear a presentation this morning  
19 from our agency equity leaders on the joint commitment to  
20 advancing equity through our work at the CTC. C. Sequoia  
21 Erasmus, Associate Deputy Director for Equity and  
22 Engagement at the Commission will provide an update on our  
23 efforts to develop an equity advisory committee, as well  
24 as the Commission's Equity Advisory Roundtable and the  
25 work we've achieved so far. Our Roundtable brings



1 together equity experts from across the state to advise  
2 our Commission and collaborate with staff on  
3 equity-related activities and discussions.

4 Later in the day, CTC's Deputy Director for  
5 Transportation Planning, Laura Pennebaker, will highlight  
6 efforts to incorporate housing and climate considerations  
7 into our work. One current opportunity that Laura will  
8 highlight is our upcoming SB 1 Competitive Transportation  
9 Funding Program Guidelines, and how we are looking to  
10 strengthen and expand alignment incentives for housing,  
11 climate, and especially equity.

12 Secretary Kim will be providing remarks shortly  
13 on the Climate Action Plan for Transportation  
14 Infrastructure, or CAPTI. In August, the Commission  
15 passed a resolution supporting the CAPTI and directing  
16 staff, through our public guidelines development process,  
17 to work towards updating the appropriate program  
18 guidelines to address implementing the relevant  
19 Commission-led CAPTI strategies.

20 In addition, the Commission continues to advocate  
21 for increased funding for active transportation and  
22 transit projects in the fiscal year 2022 State budget. We  
23 have moved forward on motions asking for additional  
24 funding from the general fund, so that we can expand  
25 active transportation, bicycle corridors, and

1 opportunities to fund transit.

2 Additional funding is essential to help us  
3 achieve our many shared goals. I'm also greatly looking  
4 forward to the presentations by our external partners.  
5 And I want to thank the representatives from the  
6 Leadership Counsel for Justice and Accountability, City  
7 Heights CDC, the Thrivance Group and the Strategic Growth  
8 Council for their participation today. It is important to  
9 our Commission to feature diverse perspectives in all of  
10 our meetings. And I believe that the conversations we  
11 share today can move forward with our work in very, very  
12 exciting ways. It is such a pleasure to have these  
13 meetings be an opportunity to learn together to discuss  
14 intersecting responsibilities and visions. And for that,  
15 I thank you for this opportunity to bring us all together  
16 in such an extraordinary way.

17 Lastly, I want to thank the staff at the  
18 California Air Resources Board for hosting today's virtual  
19 joint meeting. Thank you very much and that concludes my  
20 remarks today.

21 CARB CHAIR RANDOLPH: Thank you.

22 Next, we'll hear opening remarks from HCD  
23 Director Velasquez.

24 HCD DIRECTOR VELASQUEZ: Thank you again,  
25 Chairwoman Randolph, Chairwoman Norton. Good morning,

1 Commissioners. Thank you for the partnership between our  
2 entities. Senator Leyva, great to see you again.

3 Since our last meeting in April, we have seen  
4 major progress to advance California's housing, climate,  
5 and transportation goals. In September, Governor Newsom  
6 signed a slate of legislation to boost housing production  
7 across California. The budget this year it's  
8 unprecedented to address housing affordability. The  
9 housing affordability package was a \$22 billion package to  
10 meet California's housing needs, \$12 billion of that to  
11 address homelessness programs and an additional \$10  
12 billion to address a whole host of housing production  
13 goals. Very, very important to say single largest  
14 investment in housing and homelessness ever in the history  
15 of the state.

16 This includes \$600 million in the Regional Early  
17 Action Planning Grants, which will fund transformative  
18 planning and implementation to boost housing production  
19 and reduce vehicle miles traveled. HCD will release draft  
20 guidelines and application materials for public comment in  
21 the weeks ahead with a goal of incorporating stakeholder  
22 feedback and adopting final guidelines and Notice of  
23 Funding Availability in early February for these regional  
24 planning grants.

25 This package also include \$250 million in infill

1 infrastructure grants. It was mentioned that we will see  
2 a presentation later today to help local governments and  
3 developers accelerate. Infill housing production is so  
4 important to invest in that type of infrastructure to  
5 producing housing in those places, the right places.

6 HCD also expects to adopt final guidelines and a  
7 Notice of Funding for January. We're moving very quickly.  
8 And, of course, is important to say that the Strategic  
9 Growth Council also nearly doubled the funding available  
10 through the Affordable Housing and Sustainable Communities  
11 Program, AHSC, which HCD helps implement. This increase  
12 went from \$405 million to \$785 million.

13 And, of course, we're working in concert with the  
14 staff here to launch our Prohousing Designation Program.  
15 We've been talking in previous meetings about this. This  
16 program defines the type of local policies that advance  
17 State priorities for housing, climate change, and equity.  
18 And the Prohousing Program creates incentives for cities  
19 and counties to adopt these policies.

20 Prohousing uses an objective and uniform process  
21 of evaluating each community's local policies in light of  
22 defined goals. This creates an opportunity for any State  
23 funding program to precisely target and support the types  
24 of local policies that align with these program  
25 objectives.

1           In fact, California SB 1 funded programs and  
2 Cap-and-Trade funded programs are seizing this opportunity  
3 now, working closely with CTC and CARB. Our Department is  
4 exploring how these funds can leverage Prohousing to meet  
5 their goals and promote affordable homes. This is the  
6 type of connectivity that our entities are making  
7 possible, and it can reflect in the way that local  
8 jurisdictions can advance all of our combined collective  
9 goals at the same time.

10           We want to also highlight the fact that we are in  
11 a very, very heavy housing element review time. We are  
12 entering the sixth RHNA cycle, Regional Housing Needs  
13 Assessment. As you know, the housing production targets  
14 across the state of California are much higher than in the  
15 previous cycle, the last -- roughly, the last eight or  
16 nine years for the next -- eight, nine years, the numbers  
17 are incredibly high. And I want to be perfectly clear,  
18 housing element compliance is meant to be pro-environment.  
19 And we are working very closely about also how local  
20 jurisdictions are advancing those housing element plans  
21 and what is the connection between their housing  
22 production targets and their pro-environment goals at the  
23 same time.

24           Due to recent legislation, State housing element  
25 raises the bar for local government partners to foster

1 complete communities, which promote State goals for  
2 climate, transportation, and equity. Very, very important  
3 to emphasize that.

4 So all in all, a lot of progress being made.  
5 Look forward to working with our colleagues at the  
6 Transportation Commission, the Air Resources Board to  
7 identify how we can provide the tools, the funding, the  
8 incentives to move our communities towards these shared  
9 goals.

10 So with that, I look forward to the presentations  
11 today. I have to say I have an obligation that I could  
12 not escape a little later today, so I will be for as long  
13 as I can at the meeting. Again, my colleagues Megan  
14 Kirkeby, Tyrone Buckley, and Josh Rosa will be available  
15 for any questions or dialogue from HCD, but I will try to  
16 stay on as long as I can.

17 Thank you very much for the opportunity to talk  
18 today.

19 CARB CHAIR RANDOLPH: All right. Thank you.

20 Finally, we will hear from State Transportation  
21 Agency Secretary David Kim.

22 SECRETARY KIM: Thank you, Chair Randolph, and  
23 Chair Norton, and Director Velasquez. It's great to see  
24 all of you. Welcome to members of CARB, HCD, and CTC, as  
25 well as staff and members of the public. It's great that

1 we can all get together this morning.

2 Let me start by saying a few words about CAPTI,  
3 Climate Action Plan for Transportation Infrastructure.  
4 Now, this may be old news for some of you, and for others,  
5 it's new news, but either way it definitely qualifies as  
6 significant news, and that's because it is groundbreaking  
7 in a lot of ways. It's going to change the paradigm  
8 around transportation planning in California, how do we  
9 select projects and why and what are we ultimately trying  
10 to achieve through transportation investments?

11 And just by way of background, CAPTI came out in  
12 July. And it was the culmination of many conversations  
13 and extensive dialogue with our partners over the past  
14 almost two years. I would describe it as a high level  
15 policy framework that will help guide transportation  
16 decision-making at the State level. And it will  
17 prioritize projects that encourage greater mode shift,  
18 reduce carbon emissions, and reduce our dependence on  
19 driving, all with an eye towards advancing our climate,  
20 equity, and public health goals.

21 And I just want to thank all of our stakeholders  
22 for your many hours of engagement and very meaningful  
23 feedback, which helped shape the final product. And as we  
24 start to implement the various actions in CAPTI, I just  
25 want to highlight some future engagement opportunities for

1 interested parties.

2 As Chair Norton referenced, many of the  
3 transportation funding programs mentioned in CAPTI are now  
4 going through guideline revisions. And these revisions  
5 will shape to a very large degree how program funding will  
6 eventually be allocated. And it's a big opportunity for  
7 stakeholders to weigh in on how CAPTI should be  
8 incorporated into well-established funding programs  
9 created by SB 1, like the Transit and Intercity Rail  
10 Capital Program, Trade Corridor Enhancement Program,  
11 Active Transportation Program, Solutions for Congested  
12 Corridors, just to name a few.

13 We also recently put out a programming document  
14 called the 2020 Interregional Transportation Improvement  
15 Program, also known as ITIP. And I mention ITIP, because  
16 it's the first opportunity to put the principles of CAPTI  
17 into action. So the draft ITIP proposes allocating more  
18 than half of funds for non-auto modes for the first time  
19 ever. And this is being done by adding 11 new projects to  
20 the ITIP, all of which are aligned with CAPTI goals.

21 I also want to mention that we're planning to  
22 hold a public webinar on CAPTI implementation later this  
23 year, so stay tuned for more in the coming weeks. And  
24 finally on a related note, I really look forward to the  
25 presentation later today on the AB 285 report. This is a



1 really important effort. And for those not familiar with  
2 AB 285, it was enacted in 2019. And it directed SGC to do  
3 an assessment of transportation plans at the State and MPO  
4 level.

5 And it asked some really key questions, you know,  
6 are the outcomes of these plans being achieved with  
7 current transportation funding programs? In other words,  
8 is there alignment between transportation plans and  
9 funding programs or is there a gap? And SGC staff will  
10 walk us through what the researchers at UC found.

11 And I think the report could very well set the  
12 stage for important dialogue on how to advance the goals  
13 of CAPTI and how we can all work together to better  
14 coordinate transportation planning and investments at all  
15 levels of government. So I think there's a lot to look  
16 forward to in the report.

17 And so with that, Chair Randolph, thank you for  
18 the time and I look forward to the meeting.

19 CARB CHAIR RANDOLPH: Thank you very much.

20 So now we are going to go to our first agenda  
21 item and I'm going to do a little more housekeeping to  
22 kind of set the stage. So we're going to hear four  
23 related presentations, two before lunch and two after  
24 lunch. But because we do have a full afternoon, if we're  
25 running ahead of schedule, I may ask the speakers for the

1 third presentation to speak before the lunch break.

2           So we will have two opportunities for public  
3 comment to accommodate members of the public who cannot  
4 join this afternoon. So we will wait to begin our joint  
5 agency discussion until after we hear the presentations  
6 and the public comment. Although, we will ask if there  
7 are any questions from members of the agencies after each  
8 presentation.

9           In this first presentation, you will hear from  
10 equity leaders at our three agencies. We have all made  
11 commitments to incorporate equity more deeply into our  
12 agencies' policies and programs, both internally and  
13 externally. These commitments have led to new  
14 initiatives, new staff, and a realization that we need to  
15 make fundamental changes in how we do our work and how we  
16 make our decisions. Equity has to be a foundation not an  
17 accessory.

18           So today, you will hear from the talented people  
19 that are leading the efforts to fulfill our equity  
20 commitments and how these efforts connect to the creation  
21 of sustainable communities, such as how we can plan and  
22 fund our transportation system and ensure fair housing  
23 opportunities to low-income Californians.

24           Our speaker from the Air Resources Board is  
25 Chanell Fletcher, who was appointed as our Deputy

1 Executive Officer of Environmental Justice in February of  
2 this year. Chanell is responsible for developing  
3 agency-wide environmental justice policies, and she  
4 oversees the Community Air Protection Program.

5 Chanell plays a key role in CARB's programs  
6 designed to address disproportionate impacts from air  
7 pollution and climate change, and associated chronic  
8 health conditions affecting Black, Latinx, and other  
9 communities of color across California.

10 Chanell will be joined Sequoia Erasmus from the  
11 California Transportation Commission and Tyrone Buckley  
12 from the California Department of Housing and Community  
13 Development.

14 Sequoia joined CTC as their equity lead in June  
15 of this year and she works with the planning team as the  
16 Associate Deputy Director of Equity and Engagement. She  
17 brings over a decade of experience working within  
18 communities in the Bay Area and Sacramento to promote  
19 safer streets for pedestrians and cyclists, improve  
20 connection to nature and parks, access to quality  
21 education, and an intersectional approach to public  
22 health.

23 Tyrone Buckley is the Assistant Deputy Director  
24 of Fair Housing in the Housing Policy Development Division  
25 at HCD. In addition to his work in the Fair Housing Unit

1 over the past two years, he has extensive experience  
2 outside of State government with organizations, including  
3 Housing California, the California Rural Legal Assistance  
4 Foundation, Sacramento Housing Alliance, Planning and  
5 Conservation League, and the Sacramento homeless nonprofit  
6 Clean and Sober.

7 After we hear their presentation, we will pause  
8 for brief and clarifying questions from Board members,  
9 Commissioners, and HCD. And then as I noted earlier,  
10 we'll ask the public to hold their comments until after  
11 the second presentation.

12 So I would now like to invite Chanell to begin  
13 the presentation.

14 Chanell.

15 CARB DEPUTY EXECUTIVE OFFICER FLETCHER: Thank  
16 you. Thank you. Thank you so much.

17 (Thereupon a slide presentation.)

18 CARB DEPUTY EXECUTIVE OFFICER FLETCHER: I'm so  
19 excited to be here today. I just want to give a human  
20 heads up that my two-year old is sick, so if you hear a  
21 baby crying in the background, that's just my sick  
22 two-year old.

23 With that said, I really do want to thank our  
24 Chairs and Secretary Kim for the opening remarks.

25 --o0o--

1 CARB DEPUTY EXECUTIVE OFFICER FLETCHER: I want  
2 to emphasize that the housing crisis and climate crisis  
3 continue to hit communities of color disproportionately,  
4 so it's critical that our agencies keep working together  
5 to help the communities that suffer the most.

6 --o0o--

7 CARB DEPUTY EXECUTIVE OFFICER FLETCHER: I just  
8 really appreciate Secretary Kim's remarks on CAPTI,  
9 because I think the CAPTI process shows how State agencies  
10 can better align their funding programs related to  
11 transportation, housing, and climate with equity as a key  
12 principle. So I'm really looking forward to the  
13 implementation of CAPTI and tracking process at these  
14 future joint meetings.

15 So these joint meetings began in 2018. I was  
16 leading ClimatePlan, which is definitely a huge shout-out  
17 to ClimatePlan and Nailah Pope-Harden who is now leading  
18 ClimatePlan. And for those who don't know, it's a diverse  
19 network of non-profit organizations

20 So in 2018, I believe that these meetings were an  
21 opportunity for us to finally start addressing some of the  
22 big climate challenges that require action and  
23 coordination by our agencies. I also believe that these  
24 joint meetings can be a forum for discussing racial equity  
25 and environmental justice, since each of our agencies have

1 made commitments in this area.

2 Now, I've been with CARB for about nine months.  
3 PS still kind of like -- I think the nine months has been  
4 kind of -- it's been both very long and very short at the  
5 same time.

6 And I think it's been clear to me that while we  
7 have been making progress at these joint meetings, we  
8 still have a lot of work to do. I think the key thing  
9 that we want to emphasize here is that if we really want  
10 equitable sustainable communities, we must address the  
11 challenges of systemic and structural racism, and we must  
12 continue to work to align the state's transportation and  
13 housing investments with our climate, environmental  
14 justice, and racial equity goals.

15 So we need to be meaningfully engaging with  
16 communities and advocacy organizations, not just to learn  
17 about their concerns, but also to, I think, make sure that  
18 the feedback that we're getting and the input that we're  
19 getting at these meetings is actually shaping and  
20 transforming our programs and our funding.

21 Next slide.

22 --o0o--

23 CARB DEPUTY EXECUTIVE OFFICER FLETCHER: As I  
24 said before, each of our agencies have made commitments  
25 related to equity, particularly for our individual

1 programs, but the issues we need to address are not  
2 limited to a given program. That means that we need to  
3 take a critical look at California's broader  
4 transportation and housing systems and make the changes  
5 necessary to ensure more equitable outcomes for our  
6 under-resourced, disadvantaged communities, which are, by  
7 and large, communities of color.

8         So racial justice can't be accomplished by small  
9 changes to individual program. It's going to require all  
10 of us to create structural change in how we plan and fund  
11 our housing and transportation infrastructure. So we can  
12 use these joint meetings to help each other move in that  
13 direction.

14         We can also use these joint meetings to hold each  
15 other accountable. I'm looking forward to working with my  
16 agency partners and all of you to leverage our resources  
17 and make decisions that really multiply community of  
18 benefits.

19         Today, we're here to share our perspectives and  
20 really provide some context for the agenda. So first, we  
21 need to acknowledge the long-standing inequities that  
22 resulted in limited transportation options for low-income  
23 communities and communities of color. Residents of these  
24 communities are forced to spend a large part of their  
25 income to own a car or pay for transportation, and then

1 they have to travel long distances to get where they need  
2 to go. There's also a lack of bike and pedestrian  
3 infrastructure that leads to more driving and more  
4 traffic-related fatalities and contributes to worse health  
5 outcomes, like asthma and obesity.

6           These kind of racial and equity injustices that I  
7 just kind of noted require policy solutions at the  
8 intersection of housing, transportation, and equity. So  
9 what we need and what we know that we needed for a long  
10 time, at this point, is equitable, sustainable  
11 communities, where residents have a range of affordable  
12 and clean transportation options that are safe, reliable,  
13 and convenient.

14           So this has to include public transit and  
15 pedestrian and bike infrastructure that improve  
16 accessibility of schools, shopping, and recreation.  
17 Sustainability is also going to require an intentional  
18 effort for all of us to really start addressing the racial  
19 and economic discrimination, and provide affordable  
20 housing opportunities for residents of all incomes. And  
21 you'll hear about that -- or more about that from our  
22 partners at HCD.

23           Next slide.

24                           --o0o--

25           CARB DEPUTY EXECUTIVE OFFICER FLETCHER: I'm



1 really hopeful that we can start heading down the path  
2 toward equitable, sustainable communities by implementing  
3 some of the key strategies in CAPTI that Secretary Kim  
4 mentioned. And I'd also like to highlight a few  
5 connections to our agenda today. CAPTI includes a  
6 commitment to social and racial equity and specific  
7 actions intended to prioritize funding for transportation  
8 projects that better support equity outcomes. So my  
9 colleague Sequoia will speak on this in more detail.

10 The plan also establishes guiding principles that  
11 include the promotion of infill housing development with  
12 protections from displacement and investments in  
13 infrastructure for active transportation and other  
14 projects that provide transportation choice and reduce  
15 VMT.

16 Finally, I'd really like to emphasize again the  
17 need for us to implement CAPTI in a way that ensures  
18 transparency and accountability. The final plan states  
19 that these joint meetings will provide that  
20 accountability, because it will provide a forum to track  
21 progress on CAPTI implementation and get annual progress  
22 reports. This is critical to help keep the momentum and  
23 make real changes.

24 With that said, I'd like to pass it over to  
25 Sequoia.

1           Sequoia, I'll turn it over to you.

2                           --o0o--

3           CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: Thank  
4 you, Chanell for all that you bring to this work and for  
5 always being an inspiration.

6           Good morning, everyone. My name Sequoia Erasmus  
7 and I am delighted to join you all today as the Associate  
8 Deputy Director of Equity and Engagement with the  
9 California Transportation Commission.

10           I'm excited to join the team that has shown a  
11 commitment to action towards achieving racial equity. And  
12 our racial equity statement continues to serve as a  
13 guiding document for equity work within the Commission and  
14 within our external partnerships, such as the one we are  
15 part of today.

16           In January 2021, the Commission officially  
17 adopted its racial equity statement. These values inform  
18 CTC involvement with CAPTI and work with HCD to  
19 incorporate Prohousing criteria into transportation  
20 funding programs. Our equity initiatives recognize that  
21 throughout California's history, improvements to the  
22 state's transportation system have disproportionately  
23 benefited some population groups and burdened others.

24           The Commission condemns all forms of racism and  
25 is actively working to promote equitable outcomes through

1 our programs, policies, and practices.

2 Next slide, please.

3 --o0o--

4 CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: Equity  
5 initiatives within the Commission stem from the  
6 acknowledgement and understanding that transportation  
7 issues are not ahistorical and that, in fact, many of the  
8 struggles and injustices we see within our networks today,  
9 stem from well documented and existing legacies of  
10 injustice.

11 For example, in the mid-20th century, California  
12 undertook a major expansion of transportation  
13 infrastructure aided by an influx in federal funding. And  
14 while infrastructure improvements were being built, Black,  
15 and Indigenous and other people of color were  
16 disenfranchised and were underrepresented in government  
17 decision-making.

18 Next slide, please.

19 --o0o--

20 CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: As I  
21 continue my work with the Commission, I am deeply grateful  
22 for the collaboration and support of my team members and  
23 our agency partners at Caltrans and the California State  
24 Transportation Agency. As we work together to improve  
25 equitable transportation outcomes from all our agencies,

1 the role of the Roundtable continues to be lifted as a  
2 guidepost, where we can create opportunities to explore a  
3 more equitable approach to connecting with and utilizing  
4 the expertise of our statewide equity partners.

5 Our Roundtable meetings have served as a mirror  
6 for us to reflect on our own processes and practices that  
7 are rooted in racism and exclusion. And we seek ways to  
8 incorporate and collaborate with engagement practices that  
9 are reflective of equitable processes.

10 Again, our racial equity statement helps guide  
11 our priorities for interagency and external partner  
12 collaboration. And we look forward to near-term efforts,  
13 including our statewide community listening sessions with  
14 Caltrans and the California State Transportation Agency.

15 Next slide, please.

16 --o0o--

17 CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: Our  
18 interagency partner collaboration also seeks to improve  
19 public health and engagement through expanded  
20 opportunities to have our Roundtable members and future  
21 advisory committee members, or committees, to support our  
22 guidelines development, our -- and our other initiatives  
23 and goals outlined here.

24 We really hope to elevate diverse perspectives in  
25 public meetings of the Commission as well.

1           Next slide, please.

2                       --o0o--

3           CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS:   Our  
4 interagency collaboration with CalSTA and Caltrans will  
5 help us build our future advisory -- equity advisory  
6 committee or committees. And again, our goal is to  
7 utilize that experience and build upon existing models of  
8 interagency advisory committee's focus on environmental  
9 justice and equity, such as our -- the California Public  
10 Utilities Commission, the California -- and California  
11 Energy Commission's disadvantaged communities advisory  
12 committee.

13           We know there is a lot of models out there and we  
14 are actively seeking to build upon knowledge and expertise  
15 within our partner agencies, as well as the experiences of  
16 our future advisory committee members.

17           Next slide, please.

18                       --o0o--

19           CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS:   And  
20 finally, as we increase attention and importance placed on  
21 equity work, and as we work towards our interagency equity  
22 goals, our collective responsibilities, as equity-engaged  
23 staff, continue to increase.

24           As we move in this positive direction, our  
25 increased coordination opportunities definitely require an

1 increase in staffing resources within all of our teams.  
2 This resource at allocation will be critical to our  
3 success.

4 I appreciate having the time to speak with you  
5 all today to share our current and future goals and  
6 initiatives within Commission work and interagency  
7 initiatives. Thank you very much and I'll pass it on to  
8 Tyrone.

9 --o0o--

10 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Good  
11 morning everyone. Can you see me okay and hear me okay?

12 CARB BOARD CLERK ESTABROOK: Yes, we can.

13 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great.  
14 Thank you.

15 Good morning, everyone. My name is Tyrone  
16 Buckley. I'm the Assistant Deputy Director of Fair  
17 Housing at the Department of Housing and Community  
18 Development. Our team has been together for about three  
19 years now working on issues of fair housing,  
20 implementation of State fair housing laws we've discussed  
21 today, and some federal -- as we're going to discuss today  
22 and some federal fair housing law. We also work on tribal  
23 inclusion into our programs. We work on opportunity maps,  
24 accessibility, really just implementation of State law in  
25 a way that's equitable and addresses the needs of

1 protected classes.

2 Our team is about eight people now. It's grown  
3 exponentially in the last few years, as I think most of  
4 you all have seen HCD has in the last year. So we are  
5 putting more and more resources into fair housing, and  
6 we're proud of that, and we want to continue to do so.

7 Today, I'm going to provide a brief background on  
8 affirmatively furthering fair housing. First, I'd like to  
9 say that it's been great to engage with our State partners  
10 on equity issues. Every time I get the opportunity to  
11 talk to folks from your departments and agencies, the  
12 passion for equity and inclusion is clear. And every  
13 discussion that I have with them really is inspiring. And  
14 so to see this commitment to racial equity, to inclusion  
15 is just really heartening.

16 The purpose of this presentation, or my part of  
17 the presentation, is to discuss recent changes in  
18 California fair housing law and HCD's vision for  
19 implementation. While the work of the Department has  
20 always been deeply connected to addressing fair housing  
21 issues, our efforts have become much more intentionally  
22 focused on addressing racial equity and broadening access  
23 to opportunity with the passage of recent legislation,  
24 which I'll discuss a little bit about today.

25 As you'll see, we now have the opportunity to

1 ensure that housing planning is infused with data and  
2 actions that will secure increased fair housing choice.  
3 So let's talk a little bit about this new-ish law, AB 686.

4 Next slide, please.

5 --o0o--

6 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great.  
7 Thank you.

8 So the law provides us with a strong definition  
9 of what it means to affirmatively further fair housing.  
10 This is AB 686 which was passed in 2018, became law in  
11 2019. I think -- it was a Santiago bill. And the  
12 definition reads, "Taking meaningful actions, in addition  
13 to combating discrimination that overcome patterns of  
14 segregation and foster inclusive communities free from  
15 barriers that restrict access to opportunity based on  
16 protected characteristics.

17 The definition goes further to specifically lay  
18 out what the law means by meaningful actions. So  
19 meaningful actions must aim to accomplish the following:  
20 Address significant disparities in housing needs and in  
21 access to opportunity, replace segregated living patterns  
22 with truly integrated and balanced living patterns,  
23 transform racially and ethnically concentrated areas of  
24 poverty into areas of opportunity, and foster and maintain  
25 compliance with civil rights and fair housing laws.



1           So in this definition you see that our mandate is  
2 not to just stop practices that exacerbate the inequities  
3 of the past, but to take affirmative actions to  
4 deconstruct those inequities and actively work to create  
5 integrated and inclusive communities, as well as lift up  
6 under-resourced communities through community development  
7 initiatives.

8           I'm sorry. Next slide.

9                               --o0o--

10           HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Sorry, I  
11 missed the next slide. So this is the meaningful actions  
12 piece that I just listed off to you all.

13           Next slide, please.

14                               --o0o--

15           HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: So let's  
16 talk a little bit about the need for affirmatively  
17 furthering fair housing. And I think a previous speaker  
18 spoke to this as well, but because -- you know, despite  
19 the half century mandate and obligation to prohibit  
20 discrimination in housing, forces driving residential  
21 segregations still persist today. In fact, the outlawed  
22 racially explicit practices were often replaced by more  
23 subtle and legal methods to exclude people of color from  
24 predominantly white, higher resource communities, often  
25 through planning and zoning laws.

1           Exclusionary zoning policies, combined with the  
2 practice of disproportionately placing affordable housing  
3 in low-resource neighborhoods and not high-resource  
4 communities continued -- continues to reinforce the  
5 spatial segregation of low-income communities and  
6 communities of color here in California.

7           Housing policy, program, guidelines, and  
8 regulations were essential in creating inequities and they  
9 are also equally important in both preventing further  
10 segregation and concentration of poverty, as well as  
11 increasing widespread access to opportunity for all.

12           I think it's important to note that we do not  
13 live in a state with so many places that exclude people of  
14 color and low-income people because of markets or de facto  
15 segregation. The way we live now was designed by public  
16 policy, and racism, and white supremacy. We cannot  
17 improve this situation without addressing it through  
18 public policy that is responsive to racial disparities.

19           And we can see this when we look out into our own  
20 state and look at where low-income families live in  
21 California. And unfortunately, concentrated poverty has  
22 gotten worse in California in recent years. A 49 percent  
23 increase in the number of poor Californians living in  
24 extremely poor neighborhoods. And people of color are  
25 disproportionately impacted by this, because they're

1 disproportionately more likely to live in concentrated  
2 areas of poverty. Two-thirds of low-income Latinx and  
3 Black households live in high poverty neighborhoods versus  
4 just one in four of low-income white households. So we  
5 see these disparities still exist today and action still  
6 needs to be taken.

7 Next slide, please.

8 --o0o--

9 HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: So now  
10 that we've discussed the definition provided by AB 686 and  
11 a little bit about the need, let's discuss the  
12 requirements in the new law. So here's a quick overview  
13 of the law. This law establishes an independent State  
14 mandate for all California public agencies to adhere to  
15 AFFH, regardless of future federal actions.

16 So first, all public agencies must administer  
17 programs and activities related to housing and community  
18 development broadly defined in a manner that AFFH sees,  
19 and take no action inconsistent with the duty to  
20 affirmatively further fair housing.

21 The law also creates new requirements and housing  
22 elements that are revised after January 1st, 2021. There  
23 are a couple of components of that, but as part of the  
24 housing element process, they need to -- jurisdictions  
25 will now have to do an assessment of fair housing and they

1 will have to analyze and look at data around fair housing  
2 issues in their community, as well as create a plan of  
3 action to address those issues, and also make sure that  
4 their site inventory, which is how they plan for where  
5 they're going to put housing in their community  
6 affirmatively furthers fair housing.

7           So now we have a mandate that has for State and  
8 local public agencies to facilitate deliberate action to  
9 explicitly address and combat disparities resulting from  
10 past patterns of segregation to foster inclusive  
11 communities. And the goal of the bill was to preserve the  
12 strong policy in HUDs 2015 affirmatively furthering fair  
13 housing rule. So much of this bill was actually modeled  
14 on the 2015 Obama rule on fair housing. And this rule is  
15 one that many believed was our most earnest attempt to  
16 achieve a vision of the 1968 Fair Housing Act.

17           All in all, AB 686 protects the requirements to  
18 affirmatively further fair housing in California State,  
19 regardless of what future federal actions may occur.

20           Next slide, please.

21                       --o0o--

22           HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: So now  
23 let's talk about the public agency's piece a bit more.  
24 And this is important for departments like ours. First,  
25 HCD's interpretation of the law. A public agency is to be

1 construed broadly and includes most government agencies in  
2 California. The housing agencies are clearly included,  
3 HCD, the Tax Credit Allocation Committee, CDLAC, Strategic  
4 Growth Council, all folks who have housing -- a clear  
5 housing program, need to make sure that those programs are  
6 being administered in a way that affirmatively furthers  
7 fair housing.

8           For our part, HCD is in the process of thinking  
9 through how our programs advance equity. And we are  
10 considering and including scoring that advances access to  
11 opportunity is one thing that we're doing. We're also  
12 looking at our programs to make sure that they're serving  
13 all Californians and making sure that they are addressing  
14 the needs of particularly protected classes. And then  
15 we're also thinking about barriers for developers of color  
16 and access to programs. So those are a few things that  
17 we're doing.

18           Regarding the public agencies with community  
19 development programs for activities piece of the law, we  
20 also understand this to be very broad. Those that  
21 administer programs or activities relating -- related to  
22 education, water, transportation, environment are also  
23 subject to this new requirement around public agencies and  
24 AFFH. Many factors play into community development and  
25 many agencies play a role. So these public agencies that

1 are -- that have community development related programs or  
2 activities will need to make sure that they are programs  
3 with AFFH.

4           With this overview of the law, I'll just say that  
5 many folks have asked how can AFFH help support VMT  
6 reduction? And at its core, AFFH is about making sure  
7 that low-income people and protected classes are no longer  
8 segregated from the resources they need. We must make  
9 sure that everyone can be near good schools, job centers,  
10 public transit, and other resources. By its nature,  
11 putting people closer to the resources they need to thrive  
12 reduces the miles they need to travel by car.

13           VMT inclusion and access to opportunity are tied  
14 together. For example, when it comes to public transit,  
15 studies have shown that low-income residents are most  
16 likely to utilize public transportation and also mode  
17 shift out of cars, if given the opportunity to use it. So  
18 affordable housing inclusion is climate policy.

19           As we make sure that AFFH is considered,  
20 understood, and addressed in this round of housing  
21 elements, as Gustavo alluded to, we are also setting the  
22 stage for local planning that better addresses VMT  
23 reduction in our climate change goals. Better planning  
24 and access for everyone creates the circumstances we need  
25 to address climate change and reduce VMT.

1           Thank you for your time and I look forward to our  
2 discussion today.

3           CARB CHAIR RANDOLPH: Thank you.

4           Now, we will have a moment for Board members,  
5 Commissioners, or HCD leadership to ask any clarifying  
6 questions before we move on to our presentation from  
7 Leadership Counsel.

8           So if you -- if any folks have clarifying  
9 questions, please hit the raise hand function in Zoom and  
10 I will call on you.

11          Okay. Dr. Balmes.

12          CARB BOARD MEMBER BALMES: Well, thank you for  
13 those great presentations. I have a specific question for  
14 Sequoia. So has the Equity Advisory Roundtable for your  
15 agency identified any specific areas that they would like  
16 to work with CARB on?

17          CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: So I  
18 would say the short answer is no and not yet more. We are  
19 right now really trying to focus on setting up kind of the  
20 infrastructure for our -- this committee and our future  
21 committees in terms of process and priorities for  
22 communication, and thinking through the best way to create  
23 an equitable meeting space is kind of our higher priority  
24 at this point. And we -- our goal is to identify those  
25 larger priorities in our future advisory committee or

1 committees that we set up with our interagency groups.

2 CARB BOARD MEMBER BALMES: Just one little  
3 follow-up question, if I might. Do you think as the  
4 Equity Advisory Roundtable process matures, that it might  
5 be useful to have members of that Roundtable actually  
6 present at this -- at these quarterly meetings?

7 CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS:

8 Absolutely. I think there's so much leadership  
9 and expertise within the body that's currently involved  
10 and I imagine our future folks. And I think there's going  
11 to be so many great opportunities to share and provide  
12 insight and leadership for this group and others  
13 throughout the State absolutely.

14 CARB BOARD MEMBER BALMES: Thank you, Sequoia.

15 CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: Thank you  
16 very much.

17 CARB CHAIR RANDOLPH: Thank you.

18 Chair Norton.

19 CTC CHAIR NORTON: Yes. I just wanted to say  
20 that because of the harms that are going to be discussed  
21 have so many relative connections to air quality, I think  
22 it's really, really important that we come back and  
23 consider our next joint meeting as an opportunity to talk  
24 about what the issues are that are being raised, how we  
25 address them. And we would love to invite anyone from the



1 Air Resources Board to any of these meetings that are open  
2 and public.

3 And we have found that that participation from  
4 the public, as well as the Roundtable itself, that  
5 back-and-forth, has been really, really helpful. So we  
6 just will make sure that we have invited all of you to  
7 participate in all of these meetings and to look at  
8 co-hosting, as we talk about this in our joint meeting,  
9 because as we have seen in these presentations, the issues  
10 about air quality, and harm, and transportation challenges  
11 really spread out over the entirety of the state, and we  
12 would love your input.

13 CARB CHAIR RANDOLPH: All right. Thank you.  
14 Dr. Sperling.

15 CARB BOARD MEMBER SPERLING: Thank you very much.  
16 These were very useful presentations. And I have just --  
17 I want to state just a few facts and then I want to ask a  
18 question of CTC and David Kim is still online as well.  
19 And that is, you know, we've created this transportation  
20 system that's very car-centric. And, you know, transit  
21 serves two percent of our population and it's actually  
22 shrunk to half that since the pandemic.

23 And so what we've done is we've marginal --  
24 another way of saying what some people have been saying,  
25 Sequoia and others, is -- who is a great alum, by the way,

1 of the Institute of Transportation Studies. Hi, Sequoia.  
2 You know, we've marginalized -- it's -- we've marginalized  
3 so many parts of our population, so many travelers. And,  
4 you know, depending on how you look at it, it's probably  
5 around 20 percent or so and yet transit serving two  
6 percent.

7           So, you know, we've got a real problem in our  
8 society, and at the same time, VMT is increasing, housing  
9 prices record high, homelessness record high. So the  
10 question to CTC, whether -- you know, whoever wants to  
11 answer it, and David Kim is -- at the root of this is  
12 money and how money is spent, because transportation --  
13 there's a massive amount of transportation funding. So  
14 CAPTI is a step, I think, in the right direction, but it's  
15 really a relatively small share of the total funding. And  
16 transportation funding is going to be changing  
17 dramatically with the disappearance of gasoline and diesel  
18 fuels and the transition to electric vehicles, which is,  
19 you know, gasoline tax and diesel tax is most -- you know,  
20 the lion's share of the funding.

21           So what's the big picture here on how to  
22 transform our financing of transportation in a way that  
23 does respond to these concerns about equity, and  
24 marginalization, and frankly housing and land use? I know  
25 that's a big question but, you know -- and if you don't

1 want to answer, that's okay, but I think we need -- that's  
2 what this group should be grappling with, is, you know,  
3 that is one of the fundamental questions.

4 CARB CHAIR RANDOLPH: Does anyone want to tackle  
5 that question or treat it as food for thought as we go  
6 through today?

7 CTC CHIEF DEPUTY DIRECTOR TAYLOR: Well, Chair  
8 Randolph, this is Tanisha Taylor, the Chief Deputy with  
9 the Commission. And I'm not going to profess that I have  
10 the silver bullet that is the right answer and the only  
11 answer in this case, but I think some of the things that  
12 the Commission is doing do kind of speak to some of these  
13 things. And where we have authority in this space, where  
14 we're coordinating with our partners I think it's very  
15 important. And so our leadership in developing a very  
16 strong anti-racist statement and equity statements and  
17 really owning the problem from the Commission standpoint  
18 has really set off a discussion amongst not just our State  
19 agencies, but our regional agencies as well.

20 And we're starting to see our regional agencies  
21 look to the Commission and look to the words that the  
22 Commission have put out to start to identify their own  
23 processes that they're running through. And so we're  
24 starting to see this magnification of how we do things and  
25 how we look at it in our funding programs.

1           We're also, through our SB 1 programs, which are  
2 going through their updates right now, are looking at how  
3 we incorporate equity, how we incorporate Prohousing  
4 from the - and we'll hear a little bit more about this in  
5 the later presentations - into our program guidelines, so  
6 we're seeing that connection between transportation, land  
7 use, and air quality in a way that starts to influence how  
8 we're investing our funds. And so we're starting to do  
9 some of those things. We're not there yet, but we're  
10 moving in the right direction.

11           CARB CHAIR RANDOLPH: Okay. Thank you.

12           Commissioner Falcon.

13           CTC COMMISSIONER FALCON: Hi. Thank you, Chairs,  
14 for, you know, letting me speak, and I appreciate the  
15 presentations.

16           And, Chanell, I hope your little one feels  
17 better. I know how that is. I've got kids dealing with  
18 sniffles themselves, so I hope your child feels better.

19           I really appreciate this collaboration. I'm new,  
20 so I'm going to ask, you know, probably a question that,  
21 you know, I don't know is answerable at this time, but,  
22 you know, I'm going to ask it.

23           You know, I mean, unfortunately we've seen how,  
24 you know, policies, and projects, and transportation, and  
25 housing, you know, may have been done in the past in

1 vacuums, and maybe, you know, disciplines not talking to  
2 each other or collaborating, and, you know, appreciate  
3 what this group is doing now, and that we'll be checking  
4 in with each other regularly.

5           And I'm heartened to see the work and attention  
6 on the local level. I was listening at the Equity  
7 Roundtable. I didn't attend, but I listened to the  
8 archived meeting on YouTube and heard about accountability  
9 and things that are being done on the local level that  
10 are, you know, trying to address, you know, these  
11 inequities.

12           I guess my question is -- and we're going to be  
13 doing a lot of work on this, and -- you know, and funding  
14 is going to be directed towards this work. What -- and I  
15 guess I'm interested particularly from CARB, what metrics  
16 or indicators should we be, you know, focusing on to kind  
17 of measure success of the efforts that we're all  
18 collectively doing?

19           CARB CHAIR RANDOLPH: So who from CARB would like  
20 to tackle that question? That is definitely a big  
21 question. Are any -- does Executive Officer Corey want to  
22 share some thoughts on that?

23           CTC EXECUTIVE DIRECTOR WEISS: Well, I can just  
24 jump while -- I'll just jump in before Richard has a  
25 chance to. In terms of our individual programs the

1 transportation funding programs rather than I guess go  
2 over the list of metrics, one of -- what we do is work  
3 with the CARB staff on the individual program and look at  
4 how we're -- how we're highlighting things and what might  
5 be the appropriate measure for each individual program.  
6 And so we do that for our program guideline process on a  
7 more detailed level.

8 I'll turn it over to Richard to see if he wanted  
9 to talk more at a high level about some of what we're  
10 doing.

11 CARB EXECUTIVE OFFICER COREY: Yeah, and just to  
12 confirm you can hear me.

13 CARB CHAIR RANDOLPH: (Nods head.)

14 CARB EXECUTIVE OFFICER COREY: Good deal. All  
15 right and thanks, Mitch, and thanks, Chair, as well as the  
16 question. And just thinking in broad strokes, thinking  
17 about the metrics from a CARB standpoint, really distilled  
18 down to a lens of toxic-related community exposure,  
19 regional air quality, and broader GHG emissions.

20 So part of it is incentive dollars. How those  
21 incentives are flowing to actually get at VMT. That is  
22 clearly one key metric that we're all talking about and  
23 was embedded in a number of the comments that we talked  
24 about here. And it's not only a proxy for GHG emissions,  
25 but regional air quality, as well as local toxic community

1 exposure, fuel consumption, and where fuel is consumed.

2           So incentives, VMT. And when I say VMT, I'm  
3 thinking light-duty and heavy-duty, as well as where that  
4 VMT is occurring is equally important as well, which is  
5 also a proxy for development and related projects. So  
6 those are a few metrics that we're looking at, that we're  
7 tracking, reporting on, and looking at how the incentives  
8 and project development, what is the impact that they're  
9 having on those related metrics all the way at a local  
10 development standpoint, all the way on up to interstate --  
11 or State interactions. And we're also speaking to them in  
12 the key planning documents that will be touched on later  
13 today, which is the Scoping Plan, which we are in the  
14 middle of updating the Scoping Plan as part of the AB 32,  
15 SB 32 process. So what is the overall State strategy to  
16 meet our GHG reduction targets? Forty percent below today  
17 by 2030, as well as carbon neutrality by 2045 or earlier,  
18 as well the State SIP Strategy, which is also a  
19 transpor -- effectively a transportation and development  
20 strategy, in terms of how are we going to achieve the  
21 healthy air quality -- federal ambient air quality  
22 standards, which will include a number of strategies that  
23 by extension require close collaboration with the partners  
24 on this call -- or this meeting, as well as locally,  
25 because it has a direct bearing on development,

1 investment, support for public transportation, which is  
2 another metric as well.

3 So there's a lot -- it's a great question.  
4 There's a lot of related activities embedded in these  
5 broader planning documents that are underway today.

6 CTC COMMISSIONER FALCON: I appreciate that.  
7 Thank you, Richard and Mitch. And it just kind of helps  
8 myself and maybe some of my colleagues just to know what  
9 to watch out for, and, you know, especially when we're --  
10 you know, we're measuring, you know, projects and policies  
11 in our decision-making, so -- and again, I'm -- I  
12 appreciate you indulging a new person in this  
13 conversation, and thanks for addressing the question.

14 CARB CHAIR RANDOLPH: Thank you.

15 Commissioner Alvarado.

16 CTC VICE CHAIR ALVARADO: Thank you.

17 You know, I think it's a couple of statements as  
18 we move forward on this thing. And I think we just cannot  
19 lose site of the fact that poor and middle class people  
20 commute. They drive to where they can afford, whether  
21 it's to rent or to buy. Unfortunately, you know, as we  
22 talk about changing the transportation system, the only  
23 places that we're building housing, affordable housing,  
24 are in the outlying areas.

25 I mean, San Francisco alone the last couple of



1 weeks turned down 800 units of housing, and it's nothing  
2 more than a political decision. We have a very hard time  
3 getting housing approved in that urban core.

4           So I think, you know, a couple things we need,  
5 obviously, to increase ridership in public transportation.  
6 We need to make it convenient. We need to make it  
7 relevant. That's going to be our challenge. If it's not  
8 convenient and it's not relevant, people are just not  
9 going to use it.

10           And, you know, one thing that we haven't -- or  
11 one group that we haven't brought into this conversation  
12 is those folks on the business side, you know, and it  
13 sounds Pollyannish. But, you know, Intel, for example,  
14 moved a campus to just outside of Sacramento. If we move  
15 the jobs out of the urban core, so that people don't have  
16 to commute that far and make public transportation  
17 relevant, I think we're going to be better served than  
18 trying to -- literally, I just attended a meeting where  
19 we're going to use the HOV and transportation -- I mean,  
20 the toll roads to manage traffic on sort of congestion  
21 pricing sort of model.

22           That's just going to hurt poor and middle class  
23 people. Privileged people get to work from home. You  
24 know, you can't -- you can't change a room from home. You  
25 can't build -- in my case as a carpenter, you can't build

1 buildings from home. We can't work from home. And so  
2 we're destined to be those super commuters, because we're  
3 out in the valley is where we can afford to live and we're  
4 commuting into the urban core where the jobs are.

5 So I think we really need to start focusing a  
6 little bit more, if you will, if we want to reduce those  
7 vehicle miles traveled, on getting some of those  
8 businesses to move those - where they can, not all of them  
9 can - where they can, move those jobs out to where people  
10 can afford to live.

11 Thank you.

12 CARB CHAIR RANDOLPH: Okay. Thank you.

13 All right. It is time to move on to our next  
14 presentation.

15 Our next speaker is Grecia Elenes from Leadership  
16 Counsel for Justice and Accountability who will talk about  
17 how State agencies can learn from community-based  
18 initiatives in the Central Valley. She'll also share  
19 ideas on how transportation investments can better  
20 prioritize the needs of underserved communities and  
21 protect existing housing from adverse impacts related to  
22 displacement and addressing the housing crisis.

23 After we hear the presentation, we'll open it up  
24 for more clarifying questions and then we'll be going to  
25 public comment.

1           So I would now like to invite Ms. Elenes to  
2 present.

3           (Thereupon a slide presentation.)

4           GRECIA ELENES: Good morning, Commissioners and  
5 Board members. And first I do want to thank you all for  
6 the opportunity, thank staff for the opportunity to  
7 present today and speak a little bit about the work that  
8 we do, and how we do it, and you know, how do we reach,  
9 you know, the very ambitious goals we have.

10           And as I've been listening to the various  
11 presentations and the comments that were just made right  
12 now, I think there's a commonality across the Board. And  
13 I'll definitely be elevating some of the points that, you  
14 know, Chanell, Tyrone, and Sequoia elevated around, you  
15 know, the CAP -- in implementing CAPTI, engaging community  
16 in an authentic way, you know, and really meeting the  
17 affirmatively furthering fair housing requirement that we  
18 have now.

19           And so I again my name is Grecia Elenes. I work  
20 for Leadership Counsel for Justice and Accountability.

21           And next slide.

22                               --o0o--

23           GRECIA ELENES: And I'll -- next slide.

24                               --o0o--

25           GRECIA ELENES: And I'll first start just by

1 giving a little bit of a brief background on who  
2 Leadership Counsel is and kind of the work that we do.  
3 And so for those of you who are unfamiliar with our  
4 organization, we are relatively new. We started in 2013  
5 and have been working in predominantly the inland  
6 California, so San Joaquin and Eastern Coachella Valley  
7 directly partnering with residents in these communities to  
8 identify and elevate the priorities, the concerns, and the  
9 solutions that they want to see implemented to address a  
10 lot of the historical inequities that have occurred as a  
11 result of, you know, various policies and practices, you  
12 know, from all government levels.

13 And, you know, the way we do this is through  
14 creating and implementing some policy and equitable public  
15 investments, you know, to ultimately ensure that everyone  
16 has the same access, has the same resources regardless of  
17 where you're living, regardless of your zip code, and, you  
18 know, making sure that we're changing that status quo of  
19 how decisions are being made and shifting the dynamics to  
20 where folks are really at the forefront and leading those  
21 conversations.

22 Next slide.

23 --o0o--

24 GRECIA ELENES: So I want to start off just by  
25 giving a couple of like case studies, examples, of some of

1 the work that we do. And I'll then follow through with  
2 some of the solutions that we -- you know, we have seen  
3 work, and, you know, where we can go further on some of  
4 those solutions.

5 And so first is in the City of Fresno. So we  
6 work in a community called South Central Fresno, which is  
7 this very same neighborhood that you see here, where it's  
8 like the intersection of 99 and 41. And it captures a  
9 little bit of West Fresno and then a little bit of Malaga,  
10 which is a unique unincorporated community that we work in  
11 as well.

12 And this neighborhood for generations has been a  
13 real quiet community that folks have been living there and  
14 have raised, you know, several generations of families,  
15 because they appreciate, you know, that quietness, that  
16 quaint of a community -- the quaintness of the community.  
17 And, you know, over the last 20 and even, you know, more  
18 recently the last five years, they have really seen a  
19 dramatic shift of how, you know, investments have been  
20 going and how, you know, both the county and the city have  
21 been deeming this community as like, oh, well, this is our  
22 industrial area now and, you know, this is -- this is  
23 where we plan to do it.

24 And so for several years now, we've been working  
25 with and to elevate the issues. And I've -- one thing,

1 you know, just to note is that top triangle of -- that  
2 census tract that captures this top triangle is actually  
3 the most burdened census tract, according to  
4 CalEnviroScreen, both 3.0 and 4.0. And so I've taken out  
5 some screenshots of a declaration from a client of ours  
6 that we're representing in a current lawsuit, Ms. Katie  
7 Taylor, where, you know, she -- she actually resides in  
8 that bright green dot on that corner right there. And,  
9 you know, just catty-corner to her is the new Amazon  
10 fulfillment center. About then, you know, about, you  
11 know, a quarter mile away just to the west of that, the  
12 other red dot is the Ulta Amazon -- sorry, the Ulta  
13 fulfillment center. And then the dark green dot is just a  
14 neighborhood -- another neighborhood called Daleville.

15 And so I want to just kind of bring out a  
16 perspective of what's going on. But for years they have  
17 been, you know, seeing these facilities just kind of pop  
18 up out of nowhere, you know, just no notice, no  
19 engagement, nothing. And you know, they don't know what's  
20 going on until they actually see the physical walls being  
21 brought up. And they have been gravely impacted, largely  
22 negatively impacted by these type of facilities, and, you  
23 know, again no engagement. There has been no engagement  
24 and no involvement of the nearby residents.

25 And since about 2017, the community has been

1 engaging and has been trying to, you know, work with the  
2 city and address the solutions, because they recognize,  
3 like, hey, you know, we can have both. We want to be able  
4 to have, you know, a diverse economy, a sustainable  
5 economy, but at the -- but more importantly, we want to be  
6 able to breathe. We want to be able to have a community  
7 that is thriving, that is healthy, and you are not  
8 allowing us to do that.

9 And, you know, since 2017, we have been working  
10 with them to engage in these processes. And unfortunately  
11 to no avail, we -- you know, we've made very slow progress  
12 in this.

13 Next slide.

14 --o0o--

15 GRECIA ELENES: And part of what we've -- the  
16 trend that we're seeing is that, you know, there's just  
17 been this large northward expansion, you know, ignoring  
18 the established communities, not infilling in these  
19 neighborhoods. And this is -- you know, this is a slide  
20 that's about -- or image that's about 10 years old, but  
21 you can see the clear, you know, progress of where the  
22 funding is going, where, you know, STIP, and SHOPP, and  
23 other financing is going to facilitate these -- you know,  
24 the outward growth away from, you know, historically BIPOC  
25 communities from the red-lined communities that we've

1 seen. And Fresno has actually kind of reached up to the  
2 most northern border that it can go now. And now, you  
3 know, if you go to the next slide --

4 --o0o--

5 GRECIA ELENES: -- we'll see that now -- you  
6 know, Fresno can't grow anymore. So there are new towns,  
7 new communities that are popping up just on the other side  
8 of the -- of the San Joaquin River in Madera County that  
9 are, you know, just that, brand new towns, exclusively,  
10 you know, higher income, exclusively single-family  
11 neighborhoods. You know, they have all of the -- you  
12 know, the resource and amenities that folks in established  
13 neighborhoods who have been there for -- you know, legacy  
14 communities that have been there for 50-plus years, who  
15 have for, again, generations been asking for basic things,  
16 like sidewalks, clean drinking water, you know, your basic  
17 public services, like a Sheriff or a fire station, schools  
18 in their neighborhood.

19 We're seeing this all being placed in new  
20 communities and all these resources going into exclusively  
21 higher income communities. And this is actually the  
22 community of Tesoro Viejo, again just on the other side of  
23 the river, where you can see the vast emptiness around it,  
24 because it just popped up. It's a completely new  
25 neighborhood that was established.



1           And so -- next slide.

2                           --o0o--

3           GRECIA ELENES: And so, you know, how is it that,  
4 you know -- yes, we understand that there's like the local  
5 control aspect of localities that retain that, but how  
6 has, you know, everyone who is listening here today, you  
7 all as Commission members, as Board members, as, you know,  
8 State agency directors, as staff, how is it that we can  
9 all, you know, collectively work towards addressing the  
10 status quo that continues to ignore and neglect existing  
11 communities, particularly black, indigenous, and people of  
12 color communities, and where do we begin this?

13           And so -- next slide.

14                           --o0o--

15           GRECIA ELENES: You know, first and foremost, I  
16 think, you know, I'll echo what Chanell said is, you know,  
17 working with communities. I call this the "Listen Linda"  
18 side, if anyone under -- has seen that viral video. So we  
19 must be working with communities and we must value and  
20 respect the deep knowledge that communities have. There  
21 is so much expertise that we are doing a disservice, not  
22 only to the residents themselves but to, you know, as  
23 State agencies of how we are innovatively addressing, you  
24 know, the issues and coming up with solutions.

25           And so I put a screenshot of the -- currently

1 underway in the Fresno region is, you know, they're trying  
2 to renew our local transportation tax Measure C. And this  
3 is actually a survey that UC Merced did that, you know,  
4 asked folks like, hey, where is it that we should be  
5 spending our dollars? And as you can see very clearly  
6 here is, you know, improvements in existing areas,  
7 especially in low income. Almost 50 percent of the folks,  
8 you know, prioritize that as the top one. But that's  
9 followed by improvement transportation projects  
10 improvement transportation projects that improve our air  
11 quality and our climate goal -- climate change, you know,  
12 and improve bike lanes, sidewalks, et cetera.

13 If you actually look at, you know, the current  
14 proposal is that the Committee is saying is, you know,  
15 we're going to keep the same measure that it was before,  
16 where only three percent of the funding went to, you know,  
17 any sort of active transportation. And, you know, about  
18 30 percent of it went to roads and -- I'm sorry, to  
19 highways and freeways improvements.

20 And as you can see that is not reflective of  
21 this. So it is incredibly -- I think I cannot emphasize  
22 that enough, you know, we must be working with  
23 jurisdiction -- with the people to, you know, really  
24 resolve these issues. And, you know, first and foremost,  
25 I think one way that we can get there is -- I won't name

1 every single recommendation, just for the sake of time,  
2 but is the community -- requiring in community engagement  
3 plans that demonstrate clear involvement and support from  
4 the community, and how the project is reflective of the  
5 solutions and/or the concerns that folks raised.

6 I believe Chanell mentioned that earlier is like  
7 we have to be able to demonstrate that. And I think we've  
8 seen this through a couple of, you know, programs like the  
9 Transformative Climate Community Program. And I believe  
10 the Affordable Housing and Sustainable Communities Program  
11 is now requiring some sort of engagement plans as well.

12 But this is one way to start. Obviously, you  
13 know, there's no one size fits all of what community  
14 engagement looks like, which is why we're not being  
15 prescriptive of saying, oh, you should be doing -- you  
16 know, holding X number of meetings or, you know, door  
17 knocking to X number of households, but no, you know,  
18 really work with, you know, the -- be in community and  
19 partner with trusted community groups and leaders to be  
20 able to identify what is that community engagement plan  
21 and what does that look like?

22 You know, and I think one other point I really  
23 want to emphasize is resourcing community expertise  
24 because it is just that. It is expertise. We cannot  
25 expect to just, you know, spend hours, and hours, and

1 hours freely just giving all this information, you know,  
2 without recognizing the fact that folks have, you know,  
3 their own familial duties or own lives, and especially  
4 lower income households who, you know, struggle just, you  
5 know, on a day to day basis, like how -- like on -- with  
6 various issues and working several jobs.

7 Next slide.

8 --o0o--

9 GRECIA ELENES: Investments must also benefit  
10 existing communities. You know, we -- the number of  
11 projects that we have seen where they use census tracts or  
12 community -- or the names of communities in vain of just  
13 checking that box of, oh, we're going to get this extra  
14 point because we're including this disadvantaged community  
15 in here, you know, let's -- like how do we include it?  
16 When, in reality, the project is, you know, about -- you  
17 know, not even in the community. It is a half a mile away  
18 it is -- or it's a project that is at a later phase that,  
19 you know, may or may not be implemented in the next five  
20 years or so.

21 And so really making sure that these projects are  
22 going in the neighborhoods and are benefiting the people.  
23 And again, I think I'll go back to the first one of, you  
24 know, we have to authentically engage the community to be  
25 able to do that.

1           We must also, you know, look at the Climate  
2 Action Plan for Transportation Infrastructure I think is  
3 another, you know, really important way of getting us  
4 there. You know, it's -- I won't say it's a perfect plan,  
5 but it's a start. It is getting us somewhere.

6           And, you know, one last piece is, you know,  
7 really promoting the infill and funding mobility  
8 priorities. And again, I'll go back to mobility  
9 priorities that folks raise, because mobility looks  
10 different for everyone. So as you can see in the top  
11 image is residents from the Eastern Coachella Valley, who  
12 worked with the local transit agency to provide fixed  
13 transit routes out to their community.

14           However, in the bottom image, we have residents  
15 of the unincorporated community Cantua Creek who are --  
16 have started their own rideshare program with an electric  
17 vehicle. And, you know, they themselves are the ones who  
18 are driving it. You know, there's a few folks who  
19 volunteered. Like, I will be the driver, and, you know, I  
20 will drive folks around. And that's what works with them,  
21 so again, going back -- you know, back into identifying  
22 what are those solutions and really implementing that.

23           Next slide.

24                           --o0o--

25           GRECIA ELENES: The next point is like we have to

1 address the past harm of previous administrations. We  
2 cannot like overlook that fact. The number of times that  
3 local jurisdictions come into communities, you know,  
4 trying to start a fresh new page without addressing or  
5 atoning for what has happened in the past happens way to  
6 often. And it -- and it -- and it doesn't come from -- it  
7 doesn't -- it doesn't create space of authenticity for  
8 folks, because again, time and time again, they have been  
9 engaged -- they said -- they've been told we're going to  
10 do X, Y, and Z, and in reality they turn their back or,  
11 you know, the adverse of -- the opposite of that happens.

12           And in addition to that, it is like we must also  
13 be proactively preventing adverse impacts. I am providing  
14 an example here actually of a project that is underway  
15 right now, again in that same area, the South Central  
16 Community, that I -- where I showed Ms. Katie's  
17 declaration, where they're looking to expand -- Caltrans  
18 is looking to expand two interchanging -- interchanges on  
19 North Avenue and American Avenue. There's actually a --  
20 the meeting for the Draft -- the release of the Draft EIR  
21 today, if anyone is interested, would love to join. But  
22 the fascinating thing about this, like, is that we have  
23 State agencies who are reinforcing the idea of what  
24 localities are claiming, you know, in this instance is,  
25 the City and the County of Fresno have deemed this area as

1 industrial. We are going to do -- we are going to develop  
2 industrial here and we are going to facilitate and ease  
3 the congestion.

4 So far in looking -- just skimming at the Draft  
5 EIR itself, it states that there is -- you know, regarding  
6 air quality, there isn't -- there isn't a concern, despite  
7 it affecting seven hazardous sites impacted, and despite  
8 again it facilitating traffic going to and from this  
9 neighborhood.

10 And it also doesn't claim that it will  
11 increase -- or induce more traffic, again into this area,  
12 again ignoring the fact that the City and the county are  
13 looking to develop this into more industrial facilities in  
14 a residential community. Yes, it may be rural, but it is  
15 still a neighborhood that has been there for, you know,  
16 generations, and it has been completely left out of the  
17 decision-making process here.

18 And I think I'll elevate one point that Tyrone  
19 made, and I'm really happy he gave a really -- a great  
20 overview of, you know, the -- of AB 686 to affirmatively  
21 further fair housing here, because I think this is where  
22 every agency from all levels of governments has a  
23 responsibility to enforce it. So regardless of if it's  
24 Caltrans, CTC, you know, the City of Fresno, whoever, we  
25 must be actively enforcing and trying to meet this

1 affirmatively furthering fair housing, because in this  
2 community in particular, this is a largely low-income,  
3 largely community of color that we're dealing with. And  
4 if we are trying to meet that goal, we will obviously --  
5 like it -- if we are trying to meet that goal, we will  
6 engage the folks and hopefully address a lot of those  
7 impacts.

8           The other point is, you know, we must be using  
9 our regular -- like as State agencies, you have the  
10 regulatory authority and you should be using it. You must  
11 be using it in order to meet some of these things. And so  
12 two clear examples is, you know, in the past year, both  
13 the Air Resources Board and the Strategic Growth Council  
14 actually sent a letter to the City of Fresno on a rezone  
15 that they're planning on doing in the western part of the  
16 city, so in West Fresno where a hundred acres right across  
17 the street from a middle school, an elementary school, a  
18 senior community, a health clinic, they're planning to  
19 rezone that back to industrial. You know, despite after a  
20 two -- despite a two-year process, where folks clearly  
21 were very clear in that they do not want anymore  
22 industrial uses in their community.

23           And so using that type of authority really goes a  
24 long way. It really reinforces community and it shows  
25 that, you know, they're not alone in these processes.



1 They're not alone and that the city isn't the end-all  
2 be-all

3 Next slide.

4 --o0o--

5 GRECIA ELENES: The -- I'll try to go over this  
6 one briefly. So the last point is just, you know, really  
7 promoting housing and community stability. And, you know,  
8 and how we get there is through a number of ways. You  
9 know, the images I've captured here is the regional  
10 housing needs allocations specific for the City of Fresno.  
11 I don't mean in any way to bash the city. This is my home  
12 town. I want to see it prosper. I want to see it grow,  
13 but I -- I'm providing this -- these examples because --  
14 again that's my bread and butter. This is where -- this  
15 is where -- what I know.

16 But as you can see here, we are clearly meeting  
17 the above moderate allocations. But if you look at the  
18 low and very low, we are nowhere near meeting that. And  
19 this is just from a couple of years ago, so I'm actually  
20 pretty positive. I couldn't find the most recent one, but  
21 I'm pretty positive the above moderate income we've met.  
22 But anything below that, we are still struggling. And as  
23 you can see, you know, the City of Fresno has had some of  
24 the most highest rental rate increases in the entire  
25 nation. And how do we address that again?

1           So I think it goes through -- we go back to the  
2 solutions of affirmatively furthering fair housing in  
3 this, specifically AB 1771, which requires governments to  
4 show how they will do it, not simply that they are  
5 consistent with it, which I think is very, very important.  
6 And this is where, you know, we have to align our funding,  
7 the funding that we have available, you know, that whole  
8 carrot and stick situation, to ensure that we are actively  
9 working towards these goals, both the RHNA goals, the  
10 housing element compliance, and all these other goals  
11 that, you know, jurisdictions must be meeting.

12           And the last point I'll make is just the -- that  
13 we have to go beyond Prohousing policies. Yes, that is a  
14 start. However, we must be actively working towards  
15 anti-displacement measures, you know, not just Prohousing,  
16 because what we often see is jurisdictions can be deemed  
17 as Prohousing, you know, because they're facilitating  
18 housing production, this or that, but we not -- we are not  
19 getting to the equity aspect of it, because, you know,  
20 right up -- again, I'll use the Fresno example. Right  
21 across the way, we are having -- we are placing industrial  
22 facilities in neighborhoods and displacing folks while  
23 we're at it, because we have to remember that displacement  
24 is not just economic displacement, it is, you know,  
25 community displacement where folks don't feel like they're

1 at home. Many of the folks who live there are really  
2 considering moving, if they had the means. However,  
3 unfortunately, many of them do not, so we have to  
4 recognize and address a lot of these issues.

5 And I think I'm at time, but I -- last slide is  
6 just a thank you.

7 --o0o--

8 GRECIA ELENES: And I am more than happy to go  
9 into any one of these topics and share also the full  
10 declaration that Ms. Katie had written.

11 Thank you.

12 CARB CHAIR RANDOLPH: Thank you very much.

13 Okay. So we are going to first take clarifying  
14 questions and then we're going to hold our first public  
15 comment opportunity. So if you are a member of the public  
16 and you would like to provide a comment, please click the  
17 raise hand button or dial star nine. And then we'll call  
18 on you when we get to the public comment portion after  
19 hear clarifying questions.

20 Okay. Dr. Balmes.

21 CARB BOARD MEMBER BALMES: Thank you, Grecia, for  
22 that presentation. And I'll say that I endorse almost  
23 everything you said from my own experience in Fresno. You  
24 know I've been air pollution research with regard to  
25 affects in children for over two decades in Fresno. And I

1 know about the South Central Fresno area, which is a  
2 designated AB 617 area.

3 And I just wanted to -- it's more of a comment  
4 than a question actually. I want to put a public health  
5 lens on what you've said, because I was involved in a  
6 study of the historic -- historical red-lining in eight  
7 largest city -- the eight largest cities in California  
8 published a couple years ago, and Fresno is one of the  
9 red-lined cities. And South Central was red-lined so, it  
10 was community of color, subject to the structural racism  
11 embodied in red-lining. And what we did was to look at  
12 the effect of that historical red-lining on current asthma  
13 health care utilization, adults and children.

14 And so to no surprise, you know, Fresno has a  
15 huge problem with asthma to start with, but South Central  
16 has a particularly bad problem with asthma. And it's --  
17 our work also showed it was related to diesel emissions  
18 from the CalEnviroScreen diesel emission index, which is  
19 really supported by CARB our inventory data.

20 So this is already a community that's  
21 overburdened in terms of asthma from diesel emissions.  
22 And then, you know, warehouses, fulfillment centers are  
23 put into the neighborhood. It's just -- I mean, I can't  
24 say how disappointed I am that these fulfillment centers  
25 just pop up without any kind of community engagement. And

1 there are ways to both accept such development and  
2 involve -- have less impacts on the community.

3 I mean, for right off, if they really had to put  
4 the Amazon warehouse there or the Ulta warehouse there,  
5 they could at least insist -- they being the jurisdictions  
6 responsible for land use. I'll come to that in a  
7 second -- require clean vehicles, zero-emission vehicles.

8 You know, Richmond is trying to do that now with  
9 a warehouse that's being put in. So I think it's possible  
10 and that -- you know, there's also, as the South Coast  
11 has -- South Coast Air District has just put in place, you  
12 could have a warehouse ISR that would cause the developers  
13 to have to deal with the increased pollution, increased  
14 truck traffic, that would impact the neighborhood.

15 So I guess my question for you after that comment  
16 is given that land use is not under the jurisdiction of  
17 CARB or the Transportation Commission really, and I'm not  
18 sure how the Department of Housing and Community  
19 Development fits in here, it's really -- land use is  
20 mostly at the local level. I know there's been more State  
21 direction, which is good as far as I'm concerned. But do  
22 you have any specific ways that our agencies could help  
23 advocate against willy-nilly development that harms  
24 communities?

25 GRECIA ELENES: Yeah. No, definitely. And thank

1 you so much, Dr. Balmes. I am going to look for that  
2 study that you mentioned, because that would be  
3 fascinating to have. But some of the direct ways that we  
4 see, you know, agencies like CARB, CTC, HCD, and beyond  
5 honestly is -- well, one, just as I mentioned, the  
6 regulatory authority that you all have can really go a  
7 long way. You know, the letter that CARB sent was in  
8 response to the AB 617, because it is -- it is a 617  
9 community and it's -- you know, the -- what the city is  
10 trying to do or what the permits are seeking for at least  
11 are not in alignment with 617.

12 So when we do have agencies who are -- and I  
13 think part of the reason they found out in the first place  
14 was because of working in community, with community  
15 partners, with leaders. So like I'll go back to having  
16 those relationships with folks. You know, we're not  
17 asking State agencies to go door knocking. We're not  
18 asking you all to, you know, have, you know, your very own  
19 community meetings, you know, without the support of  
20 trusted -- of trusted partners, but it's like working with  
21 them, because that is where you're going to find out all  
22 these issues, rather than just relying on the State agency  
23 submitting a document of like, yeah, you know, we're  
24 meeting these goals. Are we not -- we are not having  
25 these issues, because now we have, you know, Caltrans a

1 State agency who was reinforcing the same narrative that  
2 the City of Fresno and the County is saying.

3 And so when we -- you know, within your own --  
4 you know, again your own authority, like working actively  
5 against it I think is what I would ask, and like what we  
6 can at the very minimum seek, so like not reinforcing  
7 like, oh, this is an industrial area, so we have to  
8 facilitate -- you know, we have to expand the interchanges  
9 here, so folks can come in and out, and -- you know, and  
10 think that it's not going to induce more traffic, and  
11 think that it's not going to facilitate more warehouses  
12 and fulfillment centers in the community is completely,  
13 you know, just novice for anyone, because we don't only  
14 have this neighborhood, but just to the east of it, I  
15 didn't even mention that there's a whole other, you know,  
16 unincorporated -- disadvantaged unincorporated community.

17 And so those are some of the few ways. I think  
18 affirmatively furthering fair housing is a requirement  
19 across the board that, you know, all agencies have to do.  
20 So if we have, you HC -- from the HCD's lens is how do --  
21 how do they, you know, come at like having that stronger  
22 enforcement, stronger authority from their end to be able  
23 to require jurisdictions on this -- on this side.

24 And the last point is, you know, CTC and CARB,  
25 and -- have tremendous -- like, you know, they ought --

1 they have tremendous resources that come -- funnel into  
2 these communities. So whether it's, you know, the direct  
3 allocations or through competitive resources, how is it  
4 that the money is actually addressing, you know, meeting  
5 our State goals and I think that's going to go back to  
6 having, you know, community -- requiring community  
7 engagement plans that demonstrate how a community was  
8 engage and how their feedback was incorporated into that  
9 solution.

10 CARB CHAIR RANDOLPH: All right. Thank you.

11 Dr. Pacheco-Werner.

12 CARB BOARD MEMBER PACHECO-WERNER: Yeah. Thank  
13 you so much Grecia. I appreciate all of the work that you  
14 and your organization are doing. In terms of -- I mean, I  
15 think you raised a good point about all of the AFFH side.  
16 And to that end, is there specific data that you feel like  
17 we should be, you know, making more accessible or that  
18 would help the -- you know, the community engagement  
19 strategy? But I do think that your point around, you  
20 know, how we tie our funding is -- you know, to equity is  
21 really important, but I'm just wondering on the data front  
22 if there's anything?

23 GRECIA ELENES: So data that exists or date that  
24 we need, Dr. Pacheco-Werner?

25 CARB BOARD MEMBER PACHECO-WERNER: The data that



1 you may know that exists but isn't easy -- easily  
2 accessible or just data -- yeah, just, in general, that  
3 our agencies may have but...

4 GRECIA ELENES: Thank you. Yeah. No, I think  
5 there's -- there are quite a few. And, you know, I'll  
6 start off with just like the CalEnviroScreen and like, you  
7 know, the -- what is it, the Healthy Places Index score.  
8 Like, I think a lot of those resources are really great  
9 tools and have -- you know, as a result of, you know, the  
10 DAC requirement has really shined -- have really elevated  
11 and so most, you know, localities have been familiarized  
12 with it. But I think when it comes to your -- any  
13 residents, so, you know, like I personally would probably  
14 not know that CalEnviroScreen existed if I ever -- you  
15 know, if it wasn't for the work that I do and the  
16 privilege I have and being able to do, you know, this  
17 advocacy.

18 And so that type of, you know, data just bringing  
19 it down to folks where I think it would really -- I  
20 wouldn't say it would be a shock. I think it would just  
21 ground truth a lot of what folks who live in it would --  
22 who live in these communities would be like, yeah. No,  
23 that makes sense.

24 And then also on the contrary when you have folks  
25 who live in -- you know, on the opposite side of town who,

1 you know, have never experienced, you know, the horrendous  
2 smell of a meat rendering facility, or have seen trucks  
3 coming in and out of their neighborhood, you know, on a  
4 regular basis, it -- I think it will -- it would be kind  
5 of a complete culture shock, even though they're only, you  
6 know, 10 miles away from each other. So having some of  
7 this data accessible to folks bringing it in a way that is  
8 culturally relevant of, you know, how this is impacting  
9 you all is incredibly important.

10 I think the other thing that, you know, I think  
11 CARB in particular actually has is like they've made some  
12 really good resources. And I think some of them haven't  
13 been finalized, but, for instance, I can't remember the  
14 specific name, but the warehouse -- warehouse practices.  
15 Gosh, it's escaping me right now, that name, but there's  
16 like a warehouse practices guide that I don't believe has  
17 been finalized.

18 But again, that type of paper, that information  
19 that was shared in there is so important for folks, and  
20 especially coming from such an agency like the Air  
21 Resources Board to again reinforce the very same things  
22 that, you know, communities are asking for, which are  
23 not -- you know, they're not asking for the sun, the moon,  
24 and the stars. They're asking for the basic things that I  
25 think most of us would want in the first place, is, you

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 communities to block projects. We're just seeing an  
2 example of that's been reported multiple times of a site,  
3 of a project here in San Francisco. That was just denied  
4 a few days ago.

5 We continue to see this currently. And we  
6 continue to see them innovating the places where you  
7 wouldn't imagine they would be -- they would be seen. So  
8 these efforts of accountability are going to have to be  
9 ramped up. We're going to have to create more capacity,  
10 more intentionality in how we pursue these cases where  
11 this housing development is blocked and it's blocked  
12 contravening State law -- legal requirements.

13 And so that's our effort. It's a tremendous  
14 effort and obviously you all, Commissioners are also  
15 members of your respective communities. You know local  
16 elected leaders. You know State leaders. We have Senator  
17 Leyva here with us. You all in your respective roles and  
18 in your respective influential roles can help to move this  
19 along. But we -- again, we will not hesitate to act to  
20 ensure that localities are complying with State law.

21 We have great -- we have a great toolbox. We  
22 have great law, but we just need to -- we just need to  
23 make sure that they are -- they are followed -- they  
24 are -- local jurisdictions are in compliance. So  
25 accountability is a key ingredient alongside funding and

1 alongside the right policy climate. I think  
2 accountability is the next frontier where we need to go.

3 CTC CHAIR NORTON: Thank you so much. I just  
4 want to say thank you to, Chair Randolph and to you  
5 Director Velasquez, because I think this is one of the key  
6 places where our joint efforts are going to really seek  
7 fruit, because we want to support infill communities with  
8 transit. We want to support infill communities with  
9 active transportation, but we also have to have that  
10 accountability in the partnerships with all of our other  
11 agencies to make sure that we actually achieve the infill  
12 development that we all seek.

13 So thank you for letting us know about these new  
14 opportunities for accountability and to -- and to hold  
15 cities accountable for what they say they're going to do  
16 in their RHNA analysis and then allow their counsels to  
17 turn it down.

18 CARB CHAIR RANDOLPH: All right. Okay. Thank  
19 you for that important discussion.

20 It is time for public comment. Board Clerk, do  
21 you want to call the commenters?

22 CARB BOARD CLERK ESTABROOK: Yes. Thank you.

23 So we currently have three commenters who wish to  
24 speak at this time. If you wish to verbally comment,  
25 please raise your hand in zoom or dial star nine, if you

1 are dialing in by phone.

2 Our three commenters at this time are Muriel  
3 Strand, Mike Bullock, Will Barrett.

4 Muriel, I have activated your microphone. You  
5 should be able to press unmute and begin.

6 MURIEL STRAND: Okay. I guess you can hear me.

7 CARB BOARD CLERK ESTABROOK: Yes.

8 MURIEL STRAND: I am Muriel Strand. I'm a  
9 retired Air Resources Engineer. And I'm noticing that  
10 there is something missing from this discussion, which is  
11 what are the jobs of the future? And I'm also noticing  
12 that this part of the discussion is not happening either  
13 at the local level here in Sacramento at least. And it  
14 appears to me that just about everybody is assuming that  
15 the same jobs that we would have, if we continued to use  
16 fossil fuels, if there were no climate change, everybody  
17 is assuming that those are the same jobs that will be seen  
18 in the future, that we can sort of graft our fossil fuel  
19 society and structures onto electrification.

20 And I think that that is a dangerous assumption.  
21 And to go into that in more detail, I have submitted a  
22 handful of comments to CARB as part of their Scoping Plan  
23 update and their Cap-and-Trade investment update. So I  
24 invite folks to check out those comments. And I intend to  
25 be continuing to follow those processes.

1           Again, my name is Muriel Strand. Thank you for  
2 the opportunity to comment.

3           CARB BOARD CLERK ESTABROOK: Thank you.

4           Our next speaker will be Mike Bullock. Mike, I  
5 have activated your microphone. You should be able to  
6 unmute and begin.

7           MIKE BULLOCK: Yeah. Okay. Thank you very much.

8           I agree with all the comments that I've heard,  
9 and -- but I think other things need to also be said. I  
10 live in Oceanside. I'm a retired satellite systems  
11 engineer. I worked for 33 years as a systems engineer and  
12 climate change is a systems engineering -- transportation  
13 is a system engineering problem. And so I'm not hearing  
14 the climate urgency, and that I think needs to be  
15 understood by all. And that is we are currently on a path  
16 to end human beings on this planet. And we -- however,  
17 the good news is we can get off that path, but there  
18 requirements we must meet or we won't be able to get off  
19 that path.

20           And the first one is the most important one,  
21 because it's, you know, breathing down our necks so to  
22 speak. It's in 2030, not 2050. 2050 is at zero and CARB  
23 is -- likes to talk about that, because that's an easier  
24 thing to talk about mathematically. But the 2030 is much  
25 more difficult, because we're going to have so many

1 internal combustion engine cars on the road. They last on  
2 average 15 years, so it's complicated, the 2030 one. And  
3 the 2030 target, by the way, is 80 percent below our 1990  
4 levels. That's what we have to do by 2030, and that's why  
5 it's a code red climate emergency.

6           So now I'm going to read from the California  
7 Democratic Party Platform. Demand a State plan specifying  
8 how cars and light-duty trucks can meet climate  
9 stabilizing targets -- and again, the first one is in  
10 2030 -- by defining enforceable measures to achieve  
11 necessary fleet efficiency and per capita driving limits.  
12 Now here is the next thing it says. And the California  
13 Democratic Party platform, it's all volunteers, but  
14 they're very well qualified, and it's a very serious  
15 process.

16           Demand regional transportation plan driving  
17 reduction targets shown by science to support climate  
18 stabilization. Now, that's what CARB has not done and  
19 there's just no excuse for that. I mean, we want to  
20 survive. Human survival is a shared value, I would hope.  
21 And so the 19 percent by 2035 it's just -- it's not in the  
22 ballpark. And so work for equitably and environmentally  
23 sound road and parking operations.

24           And so the draft CAPTI was better, because it  
25 said a means-based road use charge to replace the gas tax.

1 Now, the final version threw that out, but really it's --  
2 get rid of the gas tax. There's nothing equitable about  
3 the gas tax. There's nothing equitable about being on  
4 this path to end civilization. It will involve a  
5 devastating collapse to the human population. We're going  
6 to starve to death and low income groups will starve  
7 first.

8 Thank you.

9 CARB BOARD CLERK ESTABROOK: Thank you.

10 William Barrett is our last person with their  
11 hand raised. Will, I have activated your microphone. You  
12 can unmute and begin.

13 WILL BARRETT: Thank you very much, Katie. My  
14 name is Will Barrett. I'm the Senior Director for Clean  
15 Air Action at the American Lung Association.

16 I appreciate again the robust discussion that  
17 this joint venue has given to the public and really want  
18 to highlight just a few of the important comments that  
19 were made on critical elements of building safe, healthy,  
20 and equitable transportation systems that -- really that  
21 help and don't hurt Californians.

22 At the beginning, Secretary Kim raised the  
23 important question what are we trying to achieve through  
24 transportation investments? Really, the public health,  
25 equity, clean air, and climate sustainability advocates



1 have been waving our hands to try to answer this question,  
2 and why it's so -- you know, many advocates see the CalSTA  
3 CAPTI framework as such an important starting point to  
4 answering those questions. From moving people safely on  
5 bikes to moving freight throughout the state, safety,  
6 health, equity, and zero-emissions modes really have to be  
7 at the core of all public transportation investments going  
8 forward.

9           Again, public investments should not hurt  
10 people's ability to live healthy lives in any community or  
11 exacerbate our climate crisis. I very much appreciated  
12 the inclusion of the Leadership Counsel presentation and  
13 Dr. Balmes' comments on where we've seen public policy and  
14 public investments really hurting community health.

15           In an earlier meeting of this joint group, Dr.  
16 Sperling called CAPTI really a fork in the road. And we  
17 see CAPTI representing a fresh start to both address past  
18 problems and to correct for the future, immediately  
19 updating the funding guidelines at CTC to achieve the  
20 vision of CAPTI is needed to ensure this vision.

21           I'll note that back in April, CalSTA participated  
22 in the Department of Public Health's Climate Change  
23 Working Group, and we think that the public health working  
24 group and the public health department really must be, you  
25 know, integrated into all aspects of updating the funding

1 guidelines going forward, to provide that perspective on  
2 how we can avoid hurting health through public investment.  
3 It should be very simple.

4 Ms. Fletcher, Commissioner Falcon and Director  
5 Velasquez all put a really fine point on this. We need to  
6 see results and accountability built into the ground. We  
7 need the transparency and the accountability for  
8 implementation of CAPTI. We need this for building  
9 momentum, as Ms. Fletcher said, but also to course  
10 correct.

11 To Commissioner Lyou's points on the land use  
12 handbook and SB 375, it was three years ago now that Carey  
13 Knecht from CARB presented the report on SB 375  
14 implementation. And even since she rang that alarm bell  
15 that we're not on track, VMT continues to rise and  
16 continues to eat into the benefits of all of the other  
17 clean air technologies and other transportation clean-up  
18 measures that the State is taking. VMT reduction is  
19 critical and has to remain central to our clean air and  
20 climate approach.

21 And really, we look to CARB in your Scoping Plan  
22 to really lay out clear trackable measures for land use  
23 and VMT reductions, because without that, we're not going  
24 to see progress and we're going to continue to face these  
25 challenges that we've seen hurting too many communities.

1           So I really appreciate the conversation and thank  
2 you for the opportunity.

3           CARB BOARD CLERK ESTABROOK: Thank you.

4           Chair Randolph, that concludes the commenters.

5           CARB CHAIR RANDOLPH: All right. Thank you very  
6 much. So we are going to go ahead and move on to  
7 presentation three for our item 1. And that is going to  
8 be a continuation of our discussions about the links  
9 between housing, VMT reduction and equity. And so our  
10 next speakers are going to be agency representatives  
11 talking about what our agencies are doing together to  
12 support housing production, while also increasing  
13 transportation choices to reduce driving and greenhouse  
14 gases emissions.

15           So I will turn it over to agency staff.

16           CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND  
17 HOUSING EXPERT HAGUE: Hi. Thank you so much, Chair. Are  
18 the slides up?

19           CARB BOARD CLERK ESTABROOK: Just give us one  
20 second.

21           CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND  
22 HOUSING EXPERT HAGUE: Sure thing.

23           (Thereupon a slide presentation.)

24           CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND  
25 HOUSING EXPERT HAGUE: Okay. There we go. Great. Thank

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.

--o0o--

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

--o0o--

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

--o0o--

CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND  
HOUSING EXPERT HAGUE: And as we saw in housing, cost burden of driving is also not equally borne. It is greatest for those with the lowest incomes. So these bars -- the blue bars represent income and the orange line 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 consider and mitigate for the potential displacement  
2 impacts of housing and transportation investment. And  
3 this work is also supported by the CAPTI framework through  
4 Strategy 7.2, and that calls for interagency working group  
5 to explore actions to address displacement in  
6 transportation programs.

7           And I wanted to note that this working group is  
8 being established as a subcommittee of our existing  
9 Housing and Transportation Workgroup. And that's a body  
10 of State agencies that have been working together for  
11 several years now to try to better coordinate our housing  
12 and transportation efforts. I also wanted to note that  
13 the State is working to support research to better  
14 understand what anti-displacement strategies are most  
15 effective and in which context.

16           And then also of note is that while this slide  
17 focuses on direct displacement, we felt it was important  
18 to mention that efforts to increase housing production,  
19 also as we have heard about throughout today, are really  
20 important for reducing indirect displacement. And this is  
21 because as we increase supply, this could certainly help  
22 to attenuate the rising cost of housing overall in the  
23 State.

24           Next slide, please.

25                           --o0o--

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                   --o0o--

2                   CTC DEPUTY DIRECTOR PENNEBAKER: And so I will  
3 get us started with a couple opportunities that exist in  
4 the transportation realms. The Senate Bill 1 competitive  
5 programs that we've referred to throughout this meeting so  
6 far today are basically transportation infrastructure  
7 programs that support multi-modal investment and they are  
8 funded by gas tax revenues. And those programs are  
9 administered by the Commission.

10                  The guidelines for Cycle 3 of the Solutions for  
11 Congested Corridors, Trade Corridor Enhancement, and Local  
12 Partnerships programs are currently being updated. We're  
13 going through a public stakeholder process that is going  
14 to extend through the summer of 2022.

15                  And so as part of this process, the Commission is  
16 working closely with our State, regional, and local  
17 government partners, our Equity Advisory Roundtable, we're  
18 also reaching out to advocacy organizations and the public  
19 to really try to continue, and expand, and strengthen the  
20 housing alignment incentives that we have started to put  
21 into these programs, and really try to build  
22 transportation and equity climate considerations further  
23 into these funding programs.

24                  The Commission is also going to be undertaking a  
25 public stakeholder process to update the regional

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 --oOo--

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 sure we'll see -- we'll get you all digging into it next  
2 year.

3 So with that, I'm going to pass it off back to  
4 Suzanne, who I do want to also credit for organizing us a  
5 lot today and I think keeping us moving in the right  
6 direction on this -- on sharing this presentation.

7 --o0o--

8 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND  
9 HOUSING EXPERT HAGUE: Oh, that's really kind of you,  
10 Megan. And I'll just say, you know, we literally, in some  
11 cases, co-wrote each other's slides on this slide deck.  
12 So I think that is like the equivalent of finishing each  
13 other's sentences in the real world, right? It's pretty  
14 intimate for government.

15 (Laughter.)

16 CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND  
17 HOUSING EXPERT HAGUE: Thank you all, as well for your  
18 partnership on this.

19 I finally just wanted to highlight a few  
20 additional opportunities for engaging and sinking into the  
21 intersectionality of our programs coming from the CARB  
22 side.

23 So first, the California Climate Investments  
24 programs, a suite of dozens of programs that do multiple  
25 things in virtually all corners of the state, but I think

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                                    AFTERNOON SESSION

2                    (On record: 12:31 p.m.)

3                    CARB CHAIR RANDOLPH: All right. Thank you very  
4 much. So our next speakers will share their successes and  
5 challenges in implementing community-led investments in  
6 affordable housing and low carbon transportation. And  
7 we'll also hear about their work to ensure that housing  
8 and transportation investments are grounded in  
9 community-based planning and result in benefits to  
10 underserved communities.

11                    So first, we'll hear from Laura Ann Fernea,  
12 Executive Director, and Randy Torres-Van Vleck, Director  
13 of Policy and Planning, both from the City Heights  
14 Community Development Corporation in San Diego.

15                    Ms. Fernea has over 30 years of experience  
16 working at public and nonprofit agencies and institutions,  
17 including community development, education, international  
18 development, and public health projects. Mr. Van Vleck  
19 collaborates with residents to envision the region they  
20 want to live in and then works to have that vision  
21 implemented.

22                    Following them will be Dr. Destiny Thomas. Dr.  
23 Thomas is CEO and founder of the Thrivance Group, which  
24 works to make public spaces and public services safer,  
25 healthier, and more accessible, especially for black,

1 indigenous, 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](http://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 Osman as one step of a larger community supported  
2 beautification process that City Heights CDC was committed  
3 to, we worked together on. He trusted that we'd stay  
4 committed to that vision and we did. Today, the  
5 intersection looks like the bottom right photo there with  
6 more concrete enhancements.

7 The area now has a gathering space with  
8 traditional and popular board game called Ludo and mural  
9 art that celebrates the East African identity. During  
10 that time, the area was served by five different City of  
11 San Diego Mayors and four different council members, but  
12 one community-based organization, City Heights CDC, who  
13 worked to keep the vision alive and to build on the  
14 dialogue year after year.

15 Next slide, please.

16 --o0o--

17 RANDY TORRES-VAN VLECK: The work of the SR-15  
18 Visions Project is not complete. We still have a traffic  
19 violence crisis, an affordable housing crisis, and we're  
20 all living through a climate crisis. The top left photo  
21 shows what it's like to walk across the SR-15 to get to  
22 the Centerline transit station today. Not a pleasant  
23 experience. You can see the pedestrian there with the  
24 motorist kind of creeping behind them in a dangerous way.

25 The right photo is an empty lot where City

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 and why it's important is that it's really about  
2 increasing revenue and income for families. Families who  
3 are refugees and immigrants often don't have the right  
4 paperwork, documentation certification to be able to get  
5 salaried job or employed here. And small businesses are a  
6 very, very powerful way to help people become more  
7 self-sufficient and provide for their families.

8 Next slide, please.

9 --o0o--

10 LAURA ANN FERNEA: So these are some of our  
11 recommendations. Randy has mentioned some of them, but  
12 just to be very clear and to give you something to take  
13 home.

14 Our first one is to finance affordable housing in  
15 all communities, not just high opportunity areas. We  
16 found over and over in working with our affordable housing  
17 partners, that they can make affordable housing look very  
18 beautiful and many times people don't know that it's  
19 affordable housing and it can be built in any area. And  
20 it's especially needed in areas like City Heights that  
21 have so many people under the AMI.

22 Also, making public land available for affordable  
23 housing. Something that's very common in many other parts  
24 of this country is not common here in California. If  
25 public land was either free or greatly discounted for

1 affordable housing, it would cut way down on the cost of  
2 building new housing.

3 The third one is preserving existing affordable  
4 housing, because it's much cheaper, much more efficient  
5 and quick to renovate existing affordable housing and keep  
6 those apartments as affordable as possible for much longer  
7 than it is to build new affordable housing.

8 Expanding affordable home ownership programs,  
9 because there really are very few of those, at least in  
10 San Diego. And making sure that policies don't conflict  
11 on where -- this is an example, where AHSC prioritizes  
12 disadvantaged communities while LIHTC prioritizes high  
13 opportunity area, making it difficult to do both.

14 And then protecting renters all over California  
15 is something that we know over and over again and have  
16 seen many, many times will keep people in their homes much  
17 more often than not.

18 Could you do the next slide, please.

19 --o0o--

20 LAURA ANN FERNEA: And finally, investigating in  
21 CBOs as planning partners and allowing flexibility to  
22 conduct innovative community engagement. Randy gave some  
23 great examples of that. Providing guidance on CARB-funded  
24 community engagement communication materials, which Randy  
25 also mentioned to, make it much more easy for us to be



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 adding lower income housing to a geography, that can only  
2 be done through a local referendum, which is, you know,  
3 simply put some version of a democracy or democratic  
4 decision. And the problem with that is we're trying to  
5 find a solution for people who have been historically  
6 marginalized and therefore don't make up the majority of  
7 the population that we've centered over time.

8 And so their needs are rarely, if ever, at the  
9 forefront of our democratic processes. The other thing  
10 that folks don't realize is houselessness in the state of  
11 California and everywhere is a direct agent and result of  
12 structural racism that exists within the built disciplines  
13 and certainly within civil service.

14 An example of that is that although Black people  
15 only make up 5.5 percent of the state of California, 30  
16 percent of everyone who is unhoused in California is a  
17 Black person.

18 Next slide.

19 --o0o--

20 DR. DESTINY THOMAS: So I find myself often  
21 trying to make this case. Climate change leads to  
22 houselessness. And a couple of my colleagues went in  
23 depth in that. So I'm grateful for that. I don't have to  
24 go into detail on that. But obviously, if we have a  
25 legacy of harm for people of color, for indigenous

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 and Brown communities.

2 And what I mean by that is a lot of our  
3 electrification bus manufacturing depots can now be found  
4 in communities like Watts. A lot of the storage  
5 facilities can now be found in communities like West  
6 Oakland. A lot of our experimental projects can be found  
7 in communities like East Oakland.

8 And so I think it's worthwhile as we explore  
9 these opportunities to be more sustainable to also think  
10 about not asking communities who are already suffering to  
11 bear the brunt of the inconveniences as well as increased  
12 pollution, which a lot of folks don't realize, in our back  
13 yards.

14 Next slide, please.

15 --o0o--

16 DR. DESTINY THOMAS: This comes up frequently in  
17 the inherent contradictions in the ways we talk about and  
18 resource the work that we do. One of the most frustrating  
19 points that I've noticed in my work is this notion of  
20 walkability. We like to frame a lot of our projects  
21 around improving walkability, improving connectivity. And  
22 I found that that word has been coded and used in one of  
23 the two ways. The first is that a lot of times we hear  
24 these terms being used to reproduce the racist and  
25 classist notions that we often use to justify

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 sector is that we have for generations taken a  
2 transportation-first approach. I often describe to my  
3 students on I'm teaching them about how to do work -- our  
4 planning work in a dignified manner. That transportation  
5 planning walks around -- we walk around, as though  
6 transportation has a capital T at the front of it, when  
7 really transportation is lower case T.

8           When we're talking about transportation planning,  
9 we're talking about getting someone from point A to point  
10 B. The important point there is point A and point B, not  
11 the mode itself. And I think that we've lost sight of  
12 that in this field -- in our various fields. And we're  
13 taking these transportation-first approaches, which  
14 happening at the expense of what could be housing first  
15 approaches.

16           Next slide.

17                           --o0o--

18           DR. DESTINY THOMAS: On this slide, you see a  
19 graphic that really, I think, does a good job of  
20 illustrating the relationship between our transportation  
21 related investments and the influx of higher income  
22 earning people in communities that are historically low  
23 income.

24           I'm a Bay Area native. I'm from Oakland,  
25 obviously, and it's been disheartened to see the influx of

1 white people moving into communities, like East Oakland,  
2 where we're still grappling with our legacy of structural  
3 and institutional racism, and creating an even greater  
4 divide and challenge with folks just being able to  
5 maintain dignified housing.

6 Next slide, please.

7 --o0o--

8 DR. DESTINY THOMAS: Another thing that's been  
9 really heart -- disheartening for me is we're seeing two  
10 very different conversations happening in the same time  
11 and oftentimes in the same place. So what would it take  
12 for us to establish a housing first approach to  
13 sustainable planning? How do we do that if in one  
14 newspaper on the same day, there's a conversation about  
15 growing fears of a community experiencing gentrification  
16 happening as a result of transit expansion in their  
17 neighborhood and then on the next page we're celebrating  
18 the fact that that transit expansion is happening, despite  
19 those fears?

20 Next page.

21 --o0o--

22 DR. DESTINY THOMAS: In the City of Fresno, we've  
23 been honored to lead the anti-displacement effort for the  
24 Strategic Growth Council's Transformative Climate  
25 Communities Project called "Transform Fresno", and we've



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 where you have a grossly marginalized people who don't and  
2 will never make up the majority of voices in a -- in a  
3 public comment process.

4 Lastly, renter protections are key here.  
5 Regardless of your discipline, if it's transportation, any  
6 other kind of land use, or housing. If we are not moving  
7 to protect renters through our work, through our projects,  
8 if that's not a mandated aspect of the work we're doing,  
9 we will continue to see housing destabilization and  
10 increased displacement pressures.

11 So it's possible for us to implement those  
12 protections while we work on longer term solutions to the  
13 problem.

14 Next slide.

15 --o0o--

16 DR. DESTINY THOMAS: So another set of lessons we  
17 learned is that there are policies that help prevent  
18 displacement, but those need to be coupled with a deep  
19 understanding of who's really at risk and how we prevent  
20 them from being harmed.

21 So transparency is what will yield political will  
22 in a community that has otherwise been averse to renter  
23 protections and other types of anti-displacement  
24 mechanisms. If you're able to be a transparent city, a  
25 transparent county, a transparent state, we've noticed

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 conservation 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 undocumented.

2 We need to have more restrictions on unit  
3 conversions and start to designate certain units as being  
4 affordable in perpetuity so that landlords and out-of-town  
5 landlords can stop skirting accountability and finding  
6 loopholes that leads to increased costs of living.

7 We need to implement right to return home  
8 programs in every major city in the state of California,  
9 because so much harm has already been done.

10 And then lastly, we need to have a State funded  
11 mechanism for renter and owner assistance and deposit  
12 programs, so that people can -- people who are on the edge  
13 of houselessness can avoid that circumstance.

14 Next slide, please.

15 --o0o--

16 DR. DESTINY THOMAS: So the fact of the matter  
17 is, which has been stated, Climate Resilience and  
18 sustainability can be coupled with anti-displacement  
19 policies that actually atone for generations of  
20 environmental racism and the disproportionate impacts of  
21 climate change in Black and indigenous communities.

22 Next slide.

23 --o0o--

24 DR. DESTINY THOMAS: Here's a couple -- here are  
25 a couple policies that we recommended to the City of

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 includes creating prohibitions on cargo and freight  
2 transpoint -- transport in neighborhoods that have  
3 experienced the historic brand of environmental racism,  
4 and where those prohibitions are not existing and increase  
5 in taxes. And that revenue generated should go directly  
6 to community-owned interventions within those  
7 communities -- those environmental justice communities.

8 We also want to see tax-related incentives for  
9 projects that have a specific focus on anti-displacement  
10 outcomes. And we'd like to see joint development priority  
11 permitting, meaning every opportunity -- every project  
12 that expressly includes an anti-displacement aim, one that  
13 is feasible, and one that can actually be implemented  
14 should receive priority permitting and a reduction in  
15 permitting costs over some of the out-of-town development  
16 that we're seeing happening that's leading to the  
17 displacement in the first place.

18 Next slide, please.

19 --o0o--

20 DR. DESTINY THOMAS: There's a lot that's  
21 working, but there's a lot that's not working. Of course,  
22 it's great that there's a heightened acknowledgement and  
23 awareness of the fact that this harm is occurring. I also  
24 am excited to see that these days more community-based  
25 organizations and resident leaders are being funded to

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 of displacement. This is really important. It's -- if  
2 you're creating a low income fare program for your transit  
3 system and then asking someone to jump through hoops to  
4 prove that they have low income, you're actually creating  
5 a burden, and you're not doing anything to repair the  
6 circumstances at hand. And, in fact, you enable and  
7 empower entities like transit police and other policing  
8 mechanisms to have another layer of surveillance and  
9 criminality for that population.

10 The fourth and final element of this litmus test  
11 is that the policy and the people who implement it or the  
12 project have to have the intention of creating a permanent  
13 redress. It's great that we're doing open streets, and  
14 slow streets, and al fresco dining, and all these  
15 beautiful things that bring community together, but we  
16 need to stop using our resources in ways that prevent us  
17 from figuring out how we solve these crises permanently  
18 and immediately.

19 Next slide, please.

20 --o0o--

21 DR. DESTINY THOMAS: I'm going to breeze through  
22 this in the interests of time. There's some programmatic  
23 policy changes that I think are necessary in order for us  
24 to solve these issues. We need satellite divisions,  
25 plan -- satellite planning divisions, so that we could be

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 frequency -- 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 members that sit on the Council.

2           So with this leadership structure, we are  
3 uniquely positioned to take up this legislative mandate  
4 and to use the process and the findings to help spur  
5 constructive dialogue and solutions.

6           Next slide.

7                           --o0o--

8           CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE  
9 DIRECTOR VON KOCH-LIEBERT: Okay. So with that  
10 introduction, I will hand over to Egon Terplan, who is the  
11 Senior Advisor for Economic Development and Transportation  
12 at SGC and OPR, who will help us by setting the context  
13 for this assessment.

14           Egon, over to you.

15           EGON TERPLAN: Great. Thank you very much, Lynn,  
16 and thank you very much, Board members, Commissioners, and  
17 the public for participating in the conversation. I just  
18 wanted to set a little bit of the context for the work and  
19 walk through a little bit of background. Some of this are  
20 pieces that you may be familiar with from other  
21 presentations you've heard earlier today.

22           Next slide, please.

23                           --o0o--

24           EGON TERPLAN: The first and really the reminder  
25 is - and you've see this slide earlier - the State of

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 umbrella plan, which we were asked to explore in more  
2 depth in AB 285, it includes a wide range of goals, the  
3 kind of outcomes we're trying to see in the system. And  
4 you can see the eight of them referenced here, from  
5 equity, to climate, to safety, to the economy. And so  
6 balancing those at all of these levels of government is  
7 part of what we're trying to make sense of in the  
8 transportation system.

9           We also recognize and we hear this from many,  
10 that the CTP itself is a visionary plan. It's a direction  
11 we're trying to get to and it's not required to be  
12 financially constrained.

13           And so next slide.

14                           --o0o--

15           EGON TERPLAN: And then turning to really a core  
16 question that we're asked to look at in AB 285 is this  
17 relationship between the State Transportation Plan and  
18 then the regional planning system that we've established.  
19 And we've heard reference today about SB 375 and the  
20 Sustainable Communities Strategies, and that's a core part  
21 of this regional planning system that many State agencies  
22 are involved in. And I think many of you know this, but  
23 that each of the regional agencies is required -- to the  
24 18 Metropolitan Planning Organizations is required to put  
25 forth a strategy of how it will achieve GHG reductions,

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 agencies, as well as with some of the efforts that are  
2 ongoing, including the implementation of CAPTI, the  
3 Climate Action Plan for Transportation Infrastructure, as  
4 well as the SB 150 report that CARB is involved with the  
5 update to the analysis of how all the regional plans are  
6 going forward.

7           So in the spirit of the collaboration you see in  
8 this particular meeting you've heard before, we have taken  
9 that on in the work that we're carrying forth in this  
10 work. And today's conversation and sharing with you is  
11 also part of that.

12           So with the next slide --

13                           --o0o--

14           EGON TERPLAN: -- I'd like to -- it's my great  
15 pleasure to introduce Professor Elizabeth Deakin who will  
16 introduce the approach that she's taken and the broader  
17 team that she has brought together for this work. Betty,  
18 now to you.

19           ELIZABETH DEAKIN: Thank you, everybody. It's a  
20 pleasure to be here with you this afternoon.

21           Next slide, please.

22                           --o0o--

23           ELIZABETH DEAKIN: So let me say just a little  
24 bit about the research approach we took. We were lucky to  
25 have a team of colleagues across several campuses who had

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 experts, but also we were gathering information from a  
2 much broader set of stakeholders on what they felt were  
3 the key issues.

4 And in looking at these documents, we wanted to  
5 make sure we were not just looking at what was written,  
6 but also identifying gaps, perhaps looking at what wasn't  
7 being said.

8 Next slide, please.

9 --o0o--

10  
11 ELIZABETH DEAKIN: So the first paper is a  
12 history of transportation. And this looks both at the  
13 technology that transportation uses and the institutions  
14 that were developed to deliver transportation services.  
15 And as I think we all know, California developed around a  
16 few roadways and then the rail came and linked it to the  
17 rest of the country. And then we had about a hundred  
18 years of highway building that really shaped our  
19 transportation system coupled with some investments  
20 strategically in transit, especially in our major cities.

21 The paper covers this development process and the  
22 way that the institutions that were delivering the  
23 transportation services were shaped by the demands that  
24 they were facing. And it also looks at implementation  
25 issues and the roles that have been created by the complex

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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