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
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Tania Pacheco-Werner, PhD
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Hilary Norton, Chair
Bob Alvarado, Vice Chair
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Lee Ann Eager
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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

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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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### Item 2: California Transportation Assessment

(Assembly Bill 285 Research) on Transportation Planning, Funding, and Sustainable Communities Strategies

- **Presentation:** Strategic Growth Council and University of California Research Team
  - Chair Randolph
  - Lynn von Koch-Liebert
  - Egon Terplan
  - Elizabeth Deakin
  - Discussion and Q&A
  - Mike Bullock
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### Joint Agency Accomplishments/Updates, Meeting Wrap-Up, and Closing Remarks

- **CARB Executive Officer Corey**
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- **Adjournment**
- **Reporter's Certificate**
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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.

CARB BOARD CLERK ESTABROOK: Thank you, Chair.
Dr. Balmes?
CARB BOARD MEMBER BALMES: Here.
CARB BOARD CLERK ESTABROOK: Mr. De La Torre?
Mr. Eisenhut?
CARB BOARD MEMBER EISENHUT: Here.
CARB BOARD CLERK ESTABROOK: Supervisor?
Fletcher?
Senator Florez?
Assemblmembel Garcia?
Ms. Hurt?
Mr. Kracov?
CARB BOARD MEMBER KRACOV: Here.
CARB BOARD CLERK ESTABROOK: Senator Leyva?
SENATOR LEYVA: Here.
CARB BOARD CLERK ESTABROOK: Dr. Pacheco-Werner?
CARB BOARD MEMBER PACHECO-WERNER: Here.
CARB BOARD CLERK ESTABROOK: Mrs. Riordan?
CARB BOARD MEMBER RIORDAN: Here.
CARB BOARD CLERK ESTABROOK: Supervisor Serna?
CARB BOARD MEMBER SERNA: Here
CARB BOARD CLERK ESTABROOK: Professor Sperling?
CARB BOARD MEMBER SPERLING: Here
CARB BOARD CLERK ESTABROOK: Ms. Takvorian?
Vice Chair Berg?
Chair Randolph?
CARB CHAIR RANDOLPH: Here.

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

CARB CHAIR RANDOLPH: Thank you.

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

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

CTC CLERK REMEDIOS: Thank you, Madam Chair.

Commissioner Alvarado?

CTC VICE CHAIR ALVARADO: Yes, sir.

CTC CLERK REMEDIOS: Commissioner Davis?

CTC COMMISSIONER DAVIS: Here.

CTC CLERK REMEDIOS: Commissioner Eager?

CTC COMMISSIONER EAGER: Here.

CTC CLERK REMEDIOS: Commissioner Falcon?

CTC COMMISSIONER FALCON: Good morning, you all.

Here.

CTC CLERK REMEDIOS: Commissioner Grisby?

Commissioner Guardino?

CTC COMMISSIONER GUARDINO: Present.

CTC CLERK REMEDIOS: Commissioner Inman?

CTC COMMISSIONER INMAN: Here.

CTC CLERK REMEDIOS: Commissioner Lyou?

CTC COMMISSIONER LYOU: Here.
CTC CLERK REMEDIOS: Commissioner Martinez?
CTC COMMISSIONER MARTINEZ: Present.
CTC CLERK REMEDIOS: Commissioner Tavaglione?
Chair Norton?
CTC CHAIR NORTON: Present.
CTC CLERK REMEDIOS: Senator Newman?
Assemblymember Friedman?
Madam Chair, we have a quorum.
CTC CHAIR NORTON: Thank you so much, Douglas.
CARB CHAIR RANDOLPH: And Director Velasquez, would you like to introduce your team?
HCD DIRECTOR VELASQUEZ: Thank you. Chairwoman Norton -- I mean, Randolph and Norton both.
(Laughter.)
HCD DIRECTOR VELASQUEZ: It's great to be with you. I believe we have, yes, a number of our team members with us. Megan Kirkeby, our Deputy Director for the Office of Policy Development, Josh Rosa -- my colleague Josh Rosa, who handles transportation and climate portfolio, and I believe that's all for this morning.
CARB CHAIR RANDOLPH: All right. Thank you. Okay. So now we need to do our housekeeping announcements before we get started. So I am going to turn it over to the Board Clerk who will provide more details on today's procedures.
CARB BOARD CLERK ESTABROOK: Thank you.

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

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

When the comment period begins, the order of commenters will be determined by who raises their hand
first. I will call each commenter by name and then activate each commenter when it is their turn to speak. For those calling in by phone, I will identify you by the last three digits of your phone number.

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

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

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

If you wish to submit a written comment today, please visit CARB's send-us-your-comments page or look at the public agenda on our webpage for links to send those documents electronically. Comments will be accepted on
I would like to give a friendly reminder to Board members and staff to please mute yourself when you are not speaking to avoid background noise. And when you do speak, please speak from a quiet location. If anyone experiences technical difficulties, please call (805) 772-2715 so an IT person can assisting you. This number is posted on our public agenda.

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

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

All people in California deserve to have affordable and accessible housing and clean transportation choices that provide access to high quality jobs, education, amenities, and services. This is about building communities to provide a range of housing and
transportation options that allow people to get where they need to go in the cleanest way possible and reduce dependence on solo occupant vehicles trips.

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

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

This afternoon, we'll hear from agency staff who have been working together to address the need for producing more infill housing while keeping equity at the forefront. In both of the morning and afternoon sessions, we have some excellent guest speakers from community focused organizations who will share their experiences and
provide recommendations for how State agencies can ensure equity while addressing housing and transportation issues.

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

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

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

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

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

I agree with you that collaborative vision and intersectional solutions and remedies are key, especially in this time when funding, when the crises that we are
experiencing, and all of the elements of a comprehensive solution are in our collective purviews.

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

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

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

First, you'll hear a presentation this morning from our agency equity leaders on the joint commitment to advancing equity through our work at the CTC. C. Sequoia Erasmus, Associate Deputy Director for Equity and Engagement at the Commission will provide an update on our efforts to develop an equity advisory committee, as well as the Commission's Equity Advisory Roundtable and the work we've achieved so far. Our Roundtable brings
together equity experts from across the state to advise our Commission and collaborate with staff on equity-related activities and discussions.

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

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

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

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

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

    CARB CHAIR RANDOLPH: Thank you.

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

    HCD DIRECTOR VELASQUEZ: Thank you again, Chairwoman Randolph, Chairwoman Norton. Good morning,
Commissioners. Thank you for the partnership between our entities. Senator Leyva, great to see you again.

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

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

This package also include $250 million in infill
infrastructure grants. It was mentioned that we will see
a presentation later today to help local governments and
developers accelerate. Infill housing production is so
important to invest in that type of infrastructure to
producing housing in those places, the right places.

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

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

Prohousing uses an objective and uniform process
of evaluating each community's local policies in light of
defined goals. This creates an opportunity for any State
funding program to precisely target and support the types
of local policies that align with these program
objectives.
In fact, California SB 1 funded programs and Cap-and-Trade funded programs are seizing this opportunity now, working closely with CTC and CARB. Our Department is exploring how these funds can leverage Prohousing to meet their goals and promote affordable homes. This is the type of connectivity that our entities are making possible, and it can reflect in the way that local jurisdictions can advance all of our combined collective goals at the same time.

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

Due to recent legislation, State housing element raises the bar for local government partners to foster
complete communities, which promote State goals for climate, transportation, and equity. Very, very important to emphasize that.

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

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

Thank you very much for the opportunity to talk today.

CARB CHAIR RANDOLPH: All right. Thank you. Finally, we will hear from State Transportation Agency Secretary David Kim.

SECRETARY KIM: Thank you, Chair Randolph, and Chair Norton, and Director Velasquez. It's great to see all of you. Welcome to members of CARB, HCD, and CTC, as well as staff and members of the public. It's great that
we can all get together this morning.

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

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

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

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

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

I also want to mention that we're planning to hold a public webinar on CAPTI implementation later this year, so stay tuned for more in the coming weeks. And finally on a related note, I really look forward to the presentation later today on the AB 285 report. This is a
really important effort. And for those not familiar with AB 285, it was enacted in 2019. And it directed SGC to do an assessment of transportation plans at the State and MPO level.

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

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

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

CARB CHAIR RANDOLPH: Thank you very much.

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

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

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

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

Our speaker from the Air Resources Board is Chanell Fletcher, who was appointed as our Deputy
Executive Officer of Environmental Justice in February of this year. Chanell is responsible for developing agency-wide environmental justice policies, and she oversees the Community Air Protection Program.

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

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

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

Tyrone Buckley is the Assistant Deputy Director of Fair Housing in the Housing Policy Development Division at HCD. In addition to his work in the Fair Housing Unit...
over the past two years, he has extensive experience outside of State government with organizations, including Housing California, the California Rural Legal Assistance Foundation, Sacramento Housing Alliance, Planning and Conservation League, and the Sacramento homeless nonprofit Clean and Sober.

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

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

Chanell.

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

(Thereupon a slide presentation.)

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

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

--o0o--
CARB DEPUTY EXECUTIVE OFFICER FLETCHER: I want to emphasize that the housing crisis and climate crisis continue to hit communities of color disproportionately, so it's critical that our agencies keep working together to help the communities that suffer the most.

--o0o--

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

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

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

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

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

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

Next slide.

--00o--

CARB DEPUTY EXECUTIVE OFFICER FLETCHER: As I said before, each of our agencies have made commitments related to equity, particularly for our individual
programs, but the issues we need to address are not limited to a given program. That means that we need to take a critical look at California's broader transportation and housing systems and make the changes necessary to ensure more equitable outcomes for our under-resourced, disadvantaged communities, which are, by and large, communities of color.

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

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

Today, we're here to share our perspectives and really provide some context for the agenda. So first, we need to acknowledge the long-standing inequities that resulted in limited transportation options for low-income communities and communities of color. Residents of these communities are forced to spend a large part of their income to own a car or pay for transportation, and then
they have to travel long distances to get where they need
to go. There's also a lack of bike and pedestrian
infrastructure that leads to more driving and more
traffic-related fatalities and contributes to worse health
outcomes, like asthma and obesity.

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

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

Next slide.

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CARB DEPUTY EXECUTIVE OFFICER FLETCHER: I'm
really hopeful that we can start heading down the path toward equitable, sustainable communities by implementing some of the key strategies in CAPTI that Secretary Kim mentioned. And I'd also like to highlight a few connections to our agenda today. CAPTI includes a commitment to social and racial equity and specific actions intended to prioritize funding or transportation projects that better support equity outcomes. So my colleague Sequoia will speak on this in more detail.

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

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

With that said, I'd like to pass it over to Sequoia.
Sequoia, I'll turn it over to you.

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

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

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

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

The Commission condemns all forms of racism and is actively working to promote equitable outcomes through
our programs, policies, and practices.

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

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

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CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: As I continue my work with the Commission, I am deeply grateful for the collaboration and support of my team members and our agency partners at Caltrans and the California State Transportation Agency. As we work together to improve equitable transportation outcomes from all our agencies,
the role of the Roundtable continues to be lifted as a
guidepost, where we can create opportunities to explore a
more equitable approach to connecting with and utilizing
the expertise of our statewide equity partners.

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

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

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

We really hope to elevate diverse perspectives in
public meetings of the Commission as well.
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CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: Our interagency collaboration with CalSTA and Caltrans will help us build our future advisory -- equity advisory committee or committees. And again, our goal is to utilize that experience and build upon existing models of interagency advisory committee's focus on environmental justice and equity, such as our -- the California Public Utilities Commission, the California -- and California Energy Commission's disadvantaged communities advisory committee.

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

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

As we move in this positive direction, our increased coordination opportunities definitely require an
increase in staffing resources within all of our teams. This resource allocation will be critical to our success.

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

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

CARB BOARD CLERK ESTABROOK: Yes, we can.

HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great. Thank you.

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

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

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

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

As you'll see, we now have the opportunity to
ensure that housing planning is infused with data and actions that will secure increased fair housing choice.

So let's talk a little bit about this new-ish law, AB 686.

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HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great.

Thank you.

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

The definition goes further to specifically lay out what the law means by meaningful actions. So meaningful actions must aim to accomplish the following:

Address significant disparities in housing needs and in access to opportunity, replace segregated living patterns with truly integrated and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity, and foster and maintain compliance with civil rights and fair housing laws.
So in this definition you see that our mandate is not to just stop practices that exacerbate the inequities of the past, but to take affirmative actions to deconstruct those inequities and actively work to create integrated and inclusive communities, as well as lift up under-resourced communities through community development initiatives.

I'm sorry. Next slide.

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

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HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: So let's talk a little bit about the need for affirmatively furthering fair housing. And I think a previous speaker spoke to this as well, but because -- you know, despite the half century mandate and obligation to prohibit discrimination in housing, forces driving residential segregations still persist today. In fact, the outlawed racially explicit practices were often replaced by more subtle and legal methods to exclude people of color from predominantly white, higher resource communities, often through planning and zoning laws.
Exclusionary zoning policies, combined with the practice of disproportionately placing affordable housing in low-resource neighborhoods and not high-resource communities continued -- continues to reinforce the spatial segregation of low-income communities and communities of color here in California.

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

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

And we can see this when we look out into our own state and look at where low-income families live in California. And unfortunately, concentrated poverty has gotten worse in California in recent years. A 49 percent increase in the number of poor Californians living in extremely poor neighborhoods. And people of color are disproportionately impacted by this, because they're
disproportionately more likely to live in concentrated areas of poverty. Two-thirds of low-income Latinx and Black households live in high poverty neighborhoods versus just one in four of low-income white households. So we see these disparities still exist today and action still needs to be taken.

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

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

The law also creates new requirements and housing elements that are revised after January 1st, 2021. There are a couple of components of that, but as part of the housing element process, they need to -- jurisdictions will now have to do an assessment of fair housing and they
will have to analyze and look at data around fair housing issues in their community, as well as create a plan of action to address those issues, and also make sure that their site inventory, which is how they plan for where they're going to put housing in their community affirmatively furthers fair housing.

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

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

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HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: So now let's talk about the public agency's piece a bit more. And this is important for departments like ours. First, HCD's interpretation of the law. A public agency is to be
construed broadly and includes most government agencies in
California. The housing agencies are clearly included,
HCD, the Tax Credit Allocation Committee, CDLAC, Strategic
Growth Council, all folks who have housing -- a clear
housing program, need to make sure that those programs are
being administered in a way that affirmatively furthers
fair housing.

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

Regarding the public agencies with community
development programs for activities piece of the law, we
also understand this to be very broad. Those that
administer programs or activities relating -- related to
education, water, transportation, environment are also
subject to this new requirement around public agencies and
AFFH. Many factors play into community development and
many agencies play a role. So these public agencies that
are -- that have community development related programs or activities will need to make sure that they are programs with AFFH.

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

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

As we make sure that AFFH is considered, understood, and addressed in this round of housing elements, as Gustavo alluded to, we are also setting the stage for local planning that better addresses VMT reduction in our climate change goals. Better planning and access for everyone creates the circumstances we need to address climate change and reduce VMT.
Thank you for your time and I look forward to our discussion today.

CARB CHAIR RANDOLPH: Thank you.

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

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

Okay. Dr. Balmes.

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

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

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

    CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS:
Absolutely. I think there's so much leadership
and expertise within the body that's currently involved
and I imagine our future folks. And I think there's going
to be so many great opportunities to share and provide
insight and leadership for this group and others
throughout the State absolutely.

    CARB BOARD MEMBER BALMES: Thank you, Sequoia.
    CTC ASSOCIATE DEPUTY DIRECTOR ERASMUS: Thank you very much.

    CARB CHAIR RANDOLPH: Thank you.
    Chair Norton.

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

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

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

And so what we've done is we've marginal -- another way of saying what some people have been saying, Sequoia and others, is -- who is a great alum, by the way,
of the Institute of Transportation Studies. Hi, Sequoia.
You know, we've marginalized -- it's -- we've marginalized
so many parts of our population, so many travelers. And, 
you know, depending on how you look at it, it's probably
around 20 percent or so and yet transit serving two
percent.

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

So what's the big picture here on how to
transform our financing of transportation in a way that
does respond to these concerns about equity, and
marginalization, and frankly housing and land use? I know
that's a big question but, you know -- and if you don't
want to answer, that's okay, but I think we need -- that's what this group should be grappling with, is, you know, that is one of the fundamental questions.

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

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

And we're starting to see our regional agencies look to the Commission and look to the words that the Commission have put out to start to identify their own processes that they're running through. And so we're starting to see this magnification of how we do things and how we look at it in our funding programs.
We're also, through our SB 1 programs, which are going through their updates right now, are looking at how we incorporate equity, how we incorporate Prohousing from the - and we'll hear a little bit more about this in the later presentations - into our program guidelines, so we're seeing that connection between transportation, land use, and air quality in a way that starts to influence how we're investing our funds. And so we're starting to do some of those things. We're not there yet, but we're moving in the right direction.

CARB CHAIR RANDOLPH: Okay. Thank you.

Commissioner Falcon.

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

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

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

You know, I mean, unfortunately we've seen how, you know, policies, and projects, and transportation, and housing, you know, may have been done in the past in
vacuums, and maybe, you know, disciplines not talking to each other or collaborating, and, you know, appreciate what this group is doing now, and that we'll be checking in with each other regularly.

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

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

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

CTC EXECUTIVE DIRECTOR WEISS: Well, I can just jump while -- I'll just jump in before Richard has a chance to. In terms of our individual programs the
transportation funding programs rather than I guess go over the list of metrics, one of -- what we do is work with the CARB staff on the individual program and look at how we're -- how we're highlighting things and what might be the appropriate measure for each individual program. And so we do that for our program guideline process on a more detailed level.

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

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

CARB CHAIR RANDOLPH: (Nods head.)

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

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

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

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

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

CARB CHAIR RANDOLPH: Thank you. Commissioner Alvarado.

CTC VICE CHAIR ALVARADO: Thank you.

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

I mean, San Francisco alone the last couple of
weeks turned down 800 units of housing, and it's nothing more than a political decision. We have a very hard time getting housing approved in that urban core.

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

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

That's just going to hurt poor and middle class people. Privileged people get to work from home. You know, you can't -- you can't change a room from home. You can't build -- in my case as a carpenter, you can't build
buildings from home. We can't work from home. And so we're destined to be those super commuters, because we're out in the valley is where we can afford to live and we're commuting into the urban core where the jobs are.

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

Thank you.

CARB CHAIR RANDOLPH: Okay. Thank you.

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

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

After we hear the presentation, we'll open it up for more clarifying questions and then we'll be going to public comment.
So I would now like to invite Ms. Elenes to present.

(Thereupon a slide presentation.)

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

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

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

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

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GRECIA ELENES: And I'll first start just by
giving a little bit of a brief background on who Leadership Counsel is and kind of the work that we do. And so for those of you who are unfamiliar with our organization, we are relatively new. We started in 2013 and have been working in predominantly the inland California, so San Joaquin and Eastern Coachella Valley directly partnering with residents in these communities to identify and elevate the priorities, the concerns, and the solutions that they want to see implemented to address a lot of the historical inequities that have occurred as a result of, you know, various policies and practices, you know, from all government levels.

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

Next slide.

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GRECIA ELENES: So I want to start off just by giving a couple of like case studies, examples, of some of
the work that we do. And I'll then follow through with
some of the solutions that we -- you know, we have seen
work, and, you know, where we can go further on some of
those solutions.

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

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

And so for several years now, we've been working
with and to elevate the issues. And I've -- one thing,
you know, just to note is that top triangle of -- that
census tract that captures this top triangle is actually
the most burdened census tract, according to
CalEnviroScreen, both 3.0 and 4.0. And so I've taken out
some screenshots of a declaration from a client of ours
that we're representing in a current lawsuit, Ms. Katie
Taylor, where, you know, she -- she actually resides in
that bright green dot on that corner right there. And,
you know, just catty-corner to her is the new Amazon
fulfillment center. About then, you know, about, you
know, a quarter mile away just to the west of that, the
other red dot is the Ulta Amazon -- sorry, the Ulta
fulfillment center. And then the dark green dot is just a
neighborhood -- another neighborhood called Daleville.

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

And since about 2017, the community has been
engaging and has been trying to, you know, work with the
city and address the solutions, because they recognize,
like, hey, you know, we can have both. We want to be able
to have, you know, a diverse economy, a sustainable
economy, but at the -- but more importantly, we want to be
able to breathe. We want to be able to have a community
that is thriving, that is healthy, and you are not
allowing us to do that.

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

Next slide.

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GRECIA ELENES: And part of what we've -- the
trend that we're seeing is that, you know, there's just
been this large northward expansion, you know, ignoring
the established communities, not infilling in these
neighborhoods. And this is -- you know, this is a slide
that's about -- or image that's about 10 years old, but
you can see the clear, you know, progress of where the
funding is going, where, you know, STIP, and SHOPP, and
other financing is going to facilitate these -- you know,
the outward growth away from, you know, historically BIPOC
communities from the red-lined communities that we've
seen. And Fresno has actually kind of reached up to the most northern border that it can go now. And now, you know, if you go to the next slide --

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

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

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

And so -- next slide.

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

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

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

And as you can see that is not reflective of this. So it is incredibly -- I think I cannot emphasize that enough, you know, we must be working with jurisdiction -- with the people to, you know, really resolve these issues. And, you know, first and foremost, I think one way that we can get there is -- I won't name...
every single recommendation, just for the sake of time, but is the community -- requiring in community engagement plans that demonstrate clear involvement and support from the community, and how the project is reflective of the solutions and/or the concerns that folks raised.

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

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

You know, and I think one other point I really want to emphasize is resourcing community expertise because it is just that. It is expertise. We cannot expect to just, you know, spend hours, and hours, and
hours freely just giving all this information, you know, without recognizing the fact that folks have, you know, their own familial duties or own lives, and especially lower income households who, you know, struggle just, you know, on a day to day basis, like how -- like on -- with various issues and working several jobs.

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

And so really making sure that these projects are going in the neighborhoods and are benefiting the people. And again, I think I'll go back to the first one of, you know, we have to authentically engage the community to be able to do that.
We must also, you know, look at the Climate Action Plan for Transportation Infrastructure I think is another, you know, really important way of getting us there. You know, it's -- I won't say it's a perfect plan, but it's a start. It is getting us somewhere.

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

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

Next slide.

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

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

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

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

And I think I'll elevate one point that Tyrone
made, and I'm really happy he gave a really -- a great
overview of, you know, the -- of AB 686 to affirmatively
further fair housing here, because I think this is where
every agency from all levels of governments has a
responsibility to enforce it. So regardless of if it's
Caltrans, CTC, you know, the City of Fresno, whoever, we
must be actively enforcing and trying to meet this
affirmatively furthering fair housing, because in this
community in particular, this is a largely low-income,
largely community of color that we're dealing with. And
if we are trying to meet that goal, we will obviously --
like it -- if we are trying to meet that goal, we will
engage the folks and hopefully address a lot of those
impacts.

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

And so using that type of authority really goes a
long way. It really reinforces community and it shows
that, you know, they're not alone in these processes.
They're not alone and that the city isn't the end-all be-all

Next slide.

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

But as you can see here, we are clearly meeting the above moderate allocations. But if you look at the low and very low, we are nowhere near meeting that. And this is just from a couple of years ago, so I'm actually pretty positive. I couldn't find the most recent one, but I'm pretty positive the above moderate income we've met. But anything below that, we are still struggling. And as you can see, you know, the City of Fresno has had some of the most highest rental rate increases in the entire nation. And how do we address that again?
So I think it goes through -- we go back to the solutions of affirmatively furthering fair housing in this, specifically AB 1771, which requires governments to show how they will do it, not simply that they are consistent with it, which I think is very, very important. And this is where, you know, we have to align our funding, the funding that we have available, you know, that whole carrot and stick situation, to ensure that we are actively working towards these goals, both the RHNA goals, the housing element compliance, and all these other goals that, you know, jurisdictions must be meeting.

And the last point I'll make is just the -- that we have to go beyond Prohousing policies. Yes, that is a start. However, we must be actively working towards anti-displacement measures, you know, not just Prohousing, because what we often see is jurisdictions can be deemed as Prohousing, you know, because they're facilitating housing production, this or that, but we not -- we are not getting to the equity aspect of it, because, you know, right up -- again, I'll use the Fresno example. Right across the way, we are having -- we are placing industrial facilities in neighborhoods and displacing folks while we're at it, because we have to remember that displacement is not just economic displacement, it is, you know, community displacement where folks don't feel like they're
at home. Many of the folks who live there are really considering moving, if they had the means. However, unfortunately, many of them do not, so we have to recognize and address a lot of these issues.

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

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

Thank you.

CARB CHAIR RANDOLPH: Thank you very much.

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

Okay. Dr. Balmes.

CARB BOARD MEMBER BALMES: Thank you, Grecia, for that presentation. And I'll say that I endorse almost everything you said from my own experience in Fresno. You know I've been air pollution research with regard to affects in children for over two decades in Fresno. And I
know about the South Central Fresno area, which is a designated AB 617 area.

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

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

So this is already a community that's overburdened in terms of asthma from diesel emissions. And then, you know, warehouses, fulfillment centers are put into the neighborhood. It's just -- I mean, I can't say how disappointed I am that these fulfillment centers just pop up without any kind of community engagement. And
there are ways to both accept such development and
involve -- have less impacts on the community.

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

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

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

    GRECIA ELENES: Yeah. No, definitely. And thank
you so much, Dr. Balmes. I am going to look for that study that you mentioned, because that would be fascinating to have. But some of the direct ways that we see, you know, agencies like CARB, CTC, HCD, and beyond honestly is -- well, one, just as I mentioned, the regulatory authority that you all have can really go a long way. You know, the letter that CARB sent was in response to the AB 617, because it is -- it is a 617 community and it's -- you know, the -- what the city is trying to do or what the permits are seeking for at least are not in alignment with 617.

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

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

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

And the last point is, you know, CTC and CARB,
and -- have tremendous -- like, you know, they ought --
they have tremendous resources that come -- funnel into these communities. So whether it's, you know, the direct allocations or through competitive resources, how is it that the money is actually addressing, you know, meeting our State goals and I think that's going to go back to having, you know, community -- requiring community engagement plans that demonstrate how a community was engage and how their feedback was incorporated into that solution.

CARB CHAIR RANDOLPH: All right. Thank you.

Dr. Pacheco-Werner.

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

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

CARB BOARD MEMBER PACHECO-WERNER: The data that
you may know that exists but isn't easy -- easily accessible or just data -- yeah, just, in general, that our agencies may have but...

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

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

And then also on the contrary when you have folks who live in -- you know, on the opposite side of town who,
you know, have never experienced, you know, the horrendous smell of a meat rendering facility, or have seen trucks coming in and out of their neighborhood, you know, on a regular basis, it -- I think it will -- it would be kind of a complete culture shock, even though they're only, you know, 10 miles away from each other. So having some of this data accessible to folks bringing it in a way that is culturally relevant of, you know, how this is impacting you all is incredibly important.

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

But again, that type of paper, that information that was shared in there is so important for folks, and especially coming from such an agency like the Air Resources Board to again reinforce the very same things that, you know, communities are asking for, which are not -- you know, they're not asking for the sun, the moon, and the stars. They're asking for the basic things that I think most of us would want in the first place, is, you
know, kind of finalizing that type of data, and again bringing it to the community that I think -- I'll commend CARB on a couple of workshops they had a few months back around community listening sessions, around freight, around ports, and everything, because I thought those, you know, kind of went really well. I think -- would love to see where it -- what the next steps are from that. I think, you know, having that follow through is incredibly important as well.

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

GRECIA ELENES: Yes.

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

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

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

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

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

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

And I know there was legislation and there is legislation seeking revisions to strengthen SB 375. But that is an important tool I think to get to local land use decision-makers. When SB 375 was adopted, I was a little skeptical. It was I forget how many pages. It was like
60-, 70-page legislation, which is frustrating, because it's hard to really get a grip on how it might impact things.

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

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

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

Anyway, thank you for all of that.

CARB CHAIR RANDOLPH: All right. Thank you.

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

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

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

Land use is really, really crucial and I'd like to actually speak to Gustavo Velasquez and Tyrone from the Housing and Community Development Department, because we are seeing over and over again that our goals to implement, as you spoke of, one of the most ambitious
efforts to create new housing is being thwarted against NIMBYism, it's being thwarted some real challenges in trying to get things entitled as infill housing, specifically to help communities that Ms. Elenes was talking about.

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

CARB CHAIR RANDOLPH: Director Velasquez.

HCD DIRECTOR VELASQUEZ: Yes, if I may comment. Thank you for that, Chair Norton. That was -- that was a good summary of that example you gave from that community, just a good example of things that we see every day happening across communities in California. As I mentioned in my opening remarks, we're entering at what we call the sixth cycle of the RHNA goals for more housing,
the Regional Housing Needs Assessment. We are reviewing housing elements across especially the Southern California region, the San Diego, and the LA area regions. And obviously there is tremendous pressure on local jurisdictions, because the numbers are ex -- very high, as they should be, as they should be.

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

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

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

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

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

So we are not going to hesitate when these local jurisdictions continue to side with their NIMBY
communities to block projects. We're just seeing an example of that's been reported multiple times of a site, of a project here in San Francisco. That was just denied a few days ago.

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

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

We have great -- we have a great toolbox. We have great law, but we just need to -- we just need to make sure that they are -- they are followed -- they are -- local jurisdictions are in compliance. So accountability is a key ingredient alongside funding and
alongside the right policy climate. I think accountability is the next frontier where we need to go.

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

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

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

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

CARB BOARD CLERK ESTABROOK: Yes. Thank you. So we currently have three commenters who wish to speak at this time. If you wish to verbally comment, please raise your hand in zoom or dial star nine, if you
are dialing in by phone.

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

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

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

CARB BOARD CLERK ESTABROOK: Yes.

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

And I think that that is a dangerous assumption. And to go into that in more detail, I have submitted a handful of comments to CARB as part of their Scoping Plan update and their Cap-and-Trade investment update. So I invite folks to check out those comments. And I intend to be continuing to follow those processes.
Again, my name is Muriel Strand. Thank you for the opportunity to comment.

CARB BOARD CLERK ESTABROOK: Thank you.

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

MIKE BULLOCK: Yeah. Okay. Thank you very much. I agree with all the comments that I've heard, and -- but I think other things need to also be said. I live in Oceanside. I'm a retired satellite systems engineer. I worked for 33 years as a systems engineer and climate change is a systems engineering -- transportation is a systems engineering problem. And so I'm not hearing the climate urgency, and that I think needs to be understood by all. And that is we are currently on a path to end human beings on this planet. And we -- however, the good news is we can get off that path, but there requirements we must meet or we won't be able to get off that path.

And the first one is the most important one, because it's, you know, breathing down our necks so to speak. It's in 2030, not 2050. 2050 is at zero and CARB is -- likes to talk about that, because that's an easier thing to talk about mathematically. But the 2030 is much more difficult, because we're going to have so many
internal combustion engine cars on the road. They last on average 15 years, so it's complicated, the 2030 one. And the 2030 target, by the way, is 80 percent below our 1990 levels. That's what we have to do by 2030, and that's why it's a code red climate emergency.

So now I'm going to read from the California Democratic Party Platform. Demand a State plan specifying how cars and light-duty trucks can meet climate stabilizing targets -- and again, the first one is in 2030 -- by defining enforceable measures to achieve necessary fleet efficiency and per capita driving limits.

Now here is the next thing it says. And the California Democratic Party platform, it's all volunteers, but they're very well qualified, and it's a very serious process.

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

And so the draft CAPTI was better, because it said a means-based road use charge to replace the gas tax.
Now, the final version threw that out, but really it's --
get rid of the gas tax. There's nothing equitable about
the gas tax. There's nothing equitable about being on
this path to end civilization. It will involve a
devastating collapse to the human population. We're going
to starve to death and low income groups will starve
first.

Thank you.

CARB BOARD CLERK ESTABROOK: Thank you.

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

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

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

At the beginning, Secretary Kim raised the
important question what are we trying to achieve through
transportation investments? Really, the public health,
equity, clean air, and climate sustainability advocates
have been waving our hands to try to answer this question, and why it's so -- you know, many advocates see the CalSTA CAPTI framework as such an important starting point to answering those questions. From moving people safely on bikes to moving freight throughout the state, safety, health, equity, and zero-emissions modes really have to be at the core of all public transportation investments going forward.

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

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

I'll note that back in April, CalSTA participated in the Department of Public Health's Climate Change Working Group, and we think that the public health working group and the public health department really must be, you know, integrated into all aspects of updating the funding
guidelines going forward, to provide that perspective on how we can avoid hurting health through public investment. It should be very simple.

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

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

And really, we look to CARB in your Scoping Plan to really lay out clear trackable measures for land use and VMT reductions, because without that, we're not going to see progress and we're going to continue to face these challenges that we've seen hurting too many communities.
So I really appreciate the conversation and thank you for the opportunity.

CARB BOARD CLERK ESTABROOK: Thank you.

Chair Randolph, that concludes the commenters.

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

So I will turn it over to agency staff.

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

CARB BOARD CLERK ESTABROOK: Just give us one second.

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

(Thereupon a slide presentation.)

CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND HOUSING EXPERT HAGUE: Okay. There we go. Great. Thank
you so much. I'm Suzanne Hague with CARB and I'm joined today on this Panel by Megan Kirkeby and Laura Pennebaker from HCD and CTC respectively, two outstanding colleagues in our sister agencies. And we're here today to discuss the intersection of housing, transportation, climate, and equity, and how our agencies are coordinating toward these shared goals.

So next slide, please.

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

Next slide, please.

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

Next slide, please.

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

Next, please.

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

Next, please.

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CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
HOUSING EXPERT HAGUE: So as a result, many households
spend an outsized portion of their income on housing. So
these bars represent renters who are severely cost
burdened. And what means is that they are paying more
than half of their total earnings just to have a place to
live. So we can see that the majority of severely cost
burdened households are in the lowest income category,
that category to the left, while as we move to the right of the chart, higher income folks are much less likely to experience severe cost burden.

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

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

Next.
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.

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.

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

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

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

CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND
HOUSING EXPERT HAGUE: And residential segregation matters
for a number of reasons. It correlates with many metrics
of well-being, including education, economic success,
health, and life expectancy itself. So this graphic
illustrates life expectancy gaps across races in cities with low, medium, and high levels of segregation.

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

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

Thank you.

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

So we see at the far right of this chart moving towards 100 percent of residential areas that are designated as single family. We also move closer to 100 percent segregation between white and non-white populations.
CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND HOUSING EXPERT HAGUE: And the relationship between segregation and housing, of course, stems from practices of legally sanctioned racism in land use and housing, including, but not limited to, the federal government's historical practice, known as red-lining, which also came up in the discussion earlier. And thank you to Dr. Balmes for elucidating for us that there's also this connection to public health impacts today in areas that were formerly red-lined. And that was where homes were deemed basically more or less qualified for mortgage lending based on the racial makeup of the neighborhood.

Next slide.

CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND HOUSING EXPERT HAGUE: Woops. I'm -- yeah, that's -- so today, low-density housing, especially single-family housing, continues to constrain housing supply and restrict access to opportunity. So here we see on the left a partial map of the Bay Area, with single-family zoning shown in pink. And this study found that 85 percent of all residential areas within the Bay Area are exclusively single family. And that constraint that that puts on housing production is evident in another study,
which found that between 2011 and 2015, the Bay Area region created over 500,000 new jobs, but only 65,000 new homes, so that's one unit of housing for every eight jobs created.

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

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

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

Thanks, Megan.

HCD DEPUTY DIRECTOR KIRKEBY: Thank you.

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

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

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

So you can move to the next slide.

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

Housing production is a VMT reduction strategy. That means giving Californians affordable housing options
closer to their daily destinations. We're going to see trip reduction. We may even see elimination of trips. And actions that provide transportation choices and support VMT reduction also support our housing goals. So just one example of that is that when we introduce transportation demand management strategies, when we give people more ability to take transit and reduce car ownership and usage, that also reduces demand for parking. And parking is a huge cost of infill housing production. And so that there is an ability to get more housing done, if we can support our transportation side of the equation as well.

And it's also about access to different modes of transportation. So it's -- it's public transit, which can reduce the dominance of single-occupancy vehicles. And we see this time and time again in the housing development community, that it's literally the difference between whether you get 50 units or 80 units, or between 80 units and 150 units, that when you can really pave the way for reduced car ownership, we are getting more housing in the right places and getting more households able to access the various amenities of their community, including transit. And public transportation, active transportation, car sharing, all sorts of different options are all going to support each other.
And likewise, transportation needs housing to be successful. Public transportation is dependent upon ridership, and that only comes into being when we see it be enhanced by denser housing and particularly affordable housing that's going to support that multi-modal transportation.

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

And all three of these goals is crucial to the equity piece of it -- the equation. We aren't going to get there by producing housing near transit alone or in our existing low-VMT communities. In many cases, that is aligned with our history of segregation, and red-lining, and a history of how we've built our communities. So, yes, we have low-VMT communities today that have great transit access, but might have -- might need community
development in other ways. And then we also have higher VMT communities that need to be part of our VMT and greenhouse gas reduction strategy.

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

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

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

If you can go to the next slide.

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

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

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HCD DEPUTY DIRECTOR KIRKEBY: And so we do this through our funding programs, but we also do this through our land use components. I'm very happy that Director
Velasquez got a chance to talk about our Housing Accountability Unit, because underlying everything we do is the housing element. It's the only element of the general plan for all of these communities that is reviewed by the State. And in some ways, it is -- it is our nose under the tent so to speak to really talk to local governments about their housing planning, but also the broader universe.

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

And then we have the backbone of enforcement. And this will be expanded further in January through another piece of legislation called AB 215, but this allows us to no longer make housing elements a paper exercise that sits on a shelf. It is a contract you make with State for eight years. And you'll see us, you know,
in the news probably a bit over the next few years, but reminding people of that contract they made with the State to uphold these commitments to make housing happen in their communities. We're only asking jurisdictions to do what's within their control. But we know that what's within their control can change a lot of the equation, whether that's fees, or permit processing time, or looking for solutions instead of problems when it comes to approving housing.

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

And this used to be something that five years ago was 800 units a year as a state and has been 12,000 new homes for the last two years and we expect that to increase with a lot of the support from CalHFA's ADU financing program as well as almost every jurisdiction that's worked on a housing element this cycle is putting in really supportive policies, including template plans, low finance -- low-cost financing, expedited permitting,
lower fees to make ADUs a bigger piece of their housing solution.

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

And so we are using our role through the housing element process, but also through our very -- our very supportive planning grants. So we've already put out $400 million, which has never happened before going into a housing element cycle focused on getting jurisdictions and regions ready for this higher bar of housing in the right places. And all of those planning grants come with this mentality I've talked about, that the -- of mutually supporting goals. So we aren't just giving people money to make more housing happen. It's to make more housing
happen in the right places, to make more infill housing happen, to make denser housing happen in places maybe it could really be used, but hasn't happened in the past.

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

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

And then we use the Prohousing Designation Program, which I think you've heard plenty about at this hearing, but it's an incentive -- an incentive piece. And I'm very happy to say we have some early applications. We're working through things with people. I think by the
time we have this next hearing, we'll have a few
jurisdictions to award. So it's an exciting time. I
think a lot of us have been in this work of seeing the
co-benefits of working together for a long time. And it's
nice to see this committee in particular recognize that
work.

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

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

So thanks for that, Laura.

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

HCD DEPUTY DIRECTOR KIRKEBY: So good.

CTC DEPUTY DIRECTOR PENNEBAKER: Very good.

Okay.

Well, thank you and hello, everyone. My name is
Laura Pennebaker and I serve as the Deputy Director for
Transportation Planning at the California Transportation
Commission. And I certainly appreciate the opportunity to be part of this presentation and to share a little bit about how State transportation funding programs are working to reward projects that demonstrate support for affordable housing, infill development, and anti-displacement measures.

As Megan mentioned, the Prohousing Designation Program was finalized earlier this year. Definitely a huge lift and will be an important incentive moving forward. Since that program was established, those of us in the transportation space have been working very closely with HCD staff and other agencies to develop language on Prohousing for consideration in the transportation funding program guidelines that we have listed here on this slide. And I wanted to make sure to highlight that this work that we're doing is very consistent and guided by the Climate Action Plan for Transportation Infrastructure, or CAPTI, Strategy 7.1, which has directed our agencies to work together to leverage transportation investments to incentivize infill housing production.

Next slide, please.

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CTC DEPUTY DIRECTOR PENNEBAKER: So as State agencies are working to incentivize infill development, it is essential, as we have heard throughout today, that we
consider and mitigate for the potential displacement impacts of housing and transportation investment. And this work is also supported by the CAPTI framework through Strategy 7.2, and that calls for interagency working group to explore actions to address displacement in transportation programs.

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

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

Next slide, please.

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

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

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

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

HCD DEPUTY DIRECTOR KIRKEBY: (Thumbs up.)

CTC DEPUTY DIRECTOR PENNEBAKER: Thank you.
Okay. So an example of this -- okay. That message is always very alarming.

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

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

Next slide, please.

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

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

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

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

The Commission is also going to be undertaking a public stakeholder process to update the regional
transportation plan guidelines. And as we've talked about previously, these plans really do form a foundation of policies and investments to meet our federal, State, regional, and local goals with this really important emphasis on integrating land use, housing, and transportation. So this process is tentatively anticipated to kick-off in the latter part of 2022 and we hope to wrap it up some time in 2023. And as part of this update, we will be looking at opportunities to provide better guidance on coordinating transportation decisions with land use and housing, as well as working to enhance guidance on the consideration of transportation equity in the planning process itself as well.

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

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

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HCD DEPUTY DIRECTOR KIRKEBY: But to sort of bounce back to Laura for a second, on the -- I just want to really make what Laura said concrete for everyone, that the SB 1 Sustainable Communities Grant Program, when it integrated housing element compliance into that program,
we immediately got calls from jurisdictions that had remained out of compliance, one for more than a decade, saying I'm ready to talk. I'm ready to -- I'm ready for my TA. I'm -- like, they're going hold -- if I want access to this program, they're telling me I've got to come talk to you, so like let's get compliant. And we had a jurisdiction come into compliance that way. And so these partnerships really produce outcomes.

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

So I think there's a lot to work from, but certainly we will be doing engagement. One of the new partnerships we're thrilled will be part of the team this time is tribal entities, will be an eligible applicant, which they were not an eligible applicant from our prior planning grant programs. So I think that's another -- that's another piece of my personal values that's really
important to me is making sure that every single funding program we work from -- we work on has tribal engagement and has tribal eligibility. So it's something I'm personally excited about.

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

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

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

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

(Laughter.)

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

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

So first, the California Climate Investments programs, a suite of dozens of programs that do multiple things in virtually all corners of the state, but I think
are a really important opportunity to showcase alignment between housing and climate, transportation and equity goals, and in particular the way that we require and incentivize sort of multiple priorities from grantees and applicants on those programs.

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

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

We also plan to launch a housing, climate, equity
story map in the near future that will promote more
fact-based education on the relationship between housing,
and climate, and equity issues.

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

CARB CHAIR RANDOLPH: All right. Thank you.
So we're going to take a few minutes for
questions from Board members, Commissioners, and HCD
leadership. Then we're going to be taking a lunch break
and then we are going to have the next panel, which will
talk about implementing community-led investments in
affordable housing and low carbon transportation.

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

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

Chair Norton.

CTC CHAIR NORTON: First, I want to say that as a
former soccer player, that it really matters to see people
working as a team, not alongside each other, but as a
team. And I think this is a really great example of how
our agencies are working together and that these joint
meetings are really about that collaboration. So I want
to thank you for really exploring that and just living it out. That is awesome.

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

HCD DEPUTY DIRECTOR KIRKEBY: I can take some of that and then -- but I would say on HCD programs, we really -- we really do -- I don't have the slide up on it now, but, you know, we do really recognize that there's a housing shortage across all levels, but that we -- we've struggled the most to have the market meet the very low and low income side of things. So when we have a subsidy program, we really try to focus in on our multi-family housing program. Again, you know, it doesn't have climate in the name, but a big location efficiency program. We're focused in on that -- on that -- with programs like that.
We're focused in on our lowest income side of the spectrum, but also in addressing inclusivity, so making sure that we don't create barriers to multi-family housing going into higher resource and higher income communities.

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

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

CTC CHAIR NORTON: Thank you. Really well said.
Appreciate it.

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

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

CARB CHAIR RANDOLPH: All right. Commissioner Falcon.

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

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

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

And because of these land use patterns we're seeing growth and explosion in things like super commuting is now a word that you can look up in the dictionary, which means that you commute more than 90 minutes each way to get to your job, and the impacts on families, and the
impacts on communities that has at an individual level and at a systemic level, and at a community level is really devastating to people.

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

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

And so that tradeoff is not necessarily a climate change benefit if people are -- people are teleworking will not -- will not solve our entire problem. We also need to make sure that we are building inclusive communities where people can have housing choices near a variety of services and resources.

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

(Laughter.)

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

HCD DEPUTY DIRECTOR KIRKEBY: Yes, absolutely.

CARB SUSTAINABLE, EQUITABLE COMMUNITIES, AND HOUSING EXPERT HAGUE: -- are living. And so they're being forced to drive, in some cases, because there is no viable alternative. And that is -- that is what they have available to them. What we see is when we provide investments in alternatives that are, by the way, cheaper, and healthier, and in many cases faster and more
convenient, that people will choose those again because they're making rational choices about where they go and how they get around.

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

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

So thanks so much for addressing that.

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

CTC VICE CHAIR ALVARADO: And I think like the last couple of years too have been kind of an aberration
on vehicle miles traveled, due to local health mandates. So we had guys who used to be four and five people in a car coming to work being told that if there were more than one person in a car or if there were two people in a car not living in the same household, they were turned back. So COVID just -- you can blame COVID for just about everything, but those are realistic situations that we've dealt with on the job sites every day. So, you know, we never really took into consideration those local health mandates.

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

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

(Thereupon a lunch break was taken.)
AFTERNOON SESSION

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

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

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

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

Following them will be Dr. Destiny Thomas. Dr. Thomas is CEO and founder of the Thrivance Group, which works to make public spaces and public services safer, healthier, and more accessible, especially for black,
indigenous, and transgender people, and those with disabilities.

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

(Thereupon a slide presentation.)

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

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RANDY TORRES-VAN VLECK: So City Heights CDC is a
placed-based org that's been working the community of City
Heights for the past 40 years. City Heights is a
beautiful and diverse community in urban San Diego. It's
home to about 80,000 people, including many low-income
folks, and families, and folks whose second language is
English.

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

Next slide, please.

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

Next slide, please.

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RANDY TORRES-VAN VLECK: Our org formed in 1981
in response to the threat of freeway extension project
pushed by Caltrans. The SR-15 sought to displace eight blocks of homes and businesses on 40th Street, and residents organized in response and formed City Heights CDC to carry forward a collective vision. They created the SR-15 Visions Project which was a community supported plan to underground the freeway and cover it with eight blocks of parks, affordable homes, businesses, transit, walkways, and bikeways.

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

And next slide, please.

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

Next slide, please.

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

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

Next slide, please.

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

We also learned about many other community needs
and grew in response by developing affordable housing and economic development programs, which Laura Ann will discuss in this presentation.

Next slide, please.

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

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

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

The owner of the Minnehaha Market who benefited previously from having the left turn lane that led customers directly into his business, he agreed to the conversion. The conversion was seen by market owner Abdi
Osman as one step of a larger community supported beautification process that City Heights CDC was committed to, we worked together on. He trusted that we'd stay committed to that vision and we did. Today, the intersection looks like the bottom right photo there with more concrete enhancements.

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

Next slide, please.

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

The right photo is an empty lot where City
Heights CDC is working with Wakeland Housing and PANA, the Partnership for the Advancement of New Americans, and community members to produce affordable housing units and a refugee and immigrant cultural hub — refugee and immigrant hub. Excuse me. So we were actually awarded a CARB STEP Grant, Sustainable Transportation Equity Project, to continue this work and build on the legacy, the multi-generational effort at this space. And through that process, we're bringing community members and agencies together to address the needs of today.

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

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

Next slide, please.

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RANDY TORRES-VAN VLECK: One thing that we really believe in is celebrating — is community engagement that celebrates joy and creating meaningful community
engagement opportunities. Unfortunately, the life cycle of a planning and implementation process for projects can take years or even decades. It's a long, drawn-out, and often frustrating process. Along with way, we celebrate those moments of community victory and power building. We believe those need to be celebrated. We do that through community bike rides, community transit rides to the beach, block parties, and other fun events with music and food.

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

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

Additionally, we have experienced a lot of burdens with having communication materials. Currently, the CARB staff funding requires that all the communication materials developed, fliers, PowerPoints, need to be
approved by CARB staff. It's not really realistic or feasible for like a fast-moving organization that's being responsive to community needs. So we'd recommend having guidelines set up ahead of time. As long we abide by those communication guidelines in our materials that we should be good.

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

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

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

RANDY TORRES-VAN VLECK: Laura Ann?

LAURA ANN FERNEA: I'm here.

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

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

RANDY TORRES-VAN VLECK: Yes, we can.

CARB CHAIR RANDOLPH: Yes.

LAURA ANN FERNEA: Okay. My name is Laura Ann Fernea. Thank you very much, Randy, for that. And I
can't actually see myself, but I'm just going to trust that you can see me.

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

First of all -- next slide, please.

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

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LAURA ANN FERNEA: This is an older complex called Metro Villas. That is also one of our big complexes. We have -- right now, some of the challenges
that we have with our affordable housing is very long waiting lists, five to 10 years each. This is not uncommon. I believe it's the same for all affordable housing in San Diego and probably in most of California.

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

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

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LAURA ANN FERNEA: See these are a couple of the seniors that are residents there. It serves as a bridge
to many of the residents. As does most of our affordable housing, we have supportive services for our residents. Here at Talmadge, we have particularly medical supportive services. And in our other properties, we support the families through free day care, free Internet -- free Internet labs, and more -- and food -- and food distribution and more.

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

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

What we've found is that renter protections are not high political priorities and so we formed a
collaborative last year of all the tenant-protective or 
tenant-facing resources and services in San Diego to try 
to be more efficient and more effective in serving tenants 
and helping them stay in their homes and not be evicted. 

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

Another part of this is our economic development 
program, which Randy previously mentioned and showed 
before, but the main thing about the economic development
and why it's important is that it's really about increasing revenue and income for families. Families who are refugees and immigrants often don't have the right paperwork, documentation certification to be able to get salaried job or employed here. And small businesses are a very, very powerful way to help people become more self-sufficient and provide for their families.

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

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

Also, making public land available for affordable housing. Something that's very common in many other parts of this country is not common here in California. If public land was either free or greatly discounted for
affordable housing, it would cut way down on the cost of building new housing.

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

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

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

Could you do the next slide, please.

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

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

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

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

(Thereupon a slide presentation.)

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

I'd like to share with you a little bit about a
housing first approach that we've been taking to
transportation planning and other land-use related
projects at the Thrivance Group.

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

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DR. DESTINY THOMAS: So the first thing I, you know, usually encounter in these conversations with folks in the various built disciplines is this question about whose job it is to consider anti-displacement work or to solve our housing crisis in the state of California. And a lot of times that question stems from either a misunderstanding or a lack of awareness about the intentional policies and efforts that have plagued our state over the last several decades, one of which is Article 34, which makes it so that in order for any city in California to make substantial change in terms of
adding lower income housing to a geography, that can only
be done through a local referendum, which is, you know,
simply put some version of a democracy or democratic
decision. And the problem with that is we’re trying to
find a solution for people who have been historically
marginalized and therefore don't make up the majority of
the population that we've centered over time.

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

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

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DR. DESTINY THOMAS: So I find myself often
trying to make this case. Climate change leads to
houselessness. And a couple of my colleagues went in
depth in that. So I'm grateful for that. I don't have to
go into detail on that. But obviously, if we have a
legacy of harm for people of color, for indigenous
communities, for people with disabilities, then that legacy is definitely going to show up as we grapple with the various atrocities associated with climate change. And one thing that I'd like to point out is that we -- in our conversations about how to be more resilient and sustainable, I think a lot of the solutions that we've been coming up with place the onus and responsibility of greening, of electrification, of sustainability on the communities that are already experiencing the undue impacts of the climate change disaster, which I like to refer to as our legacy of environmental racism.

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

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

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

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

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

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

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

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

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

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

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

I'm a Bay Area native. I'm from Oakland,
obviously, and it's been disheartened to see the influx of
white people moving into communities, like East Oakland, where we're still grappling with our legacy of structural and institutional racism, and creating an even greater divide and challenge with folks just being able to maintain dignified housing.

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

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DR. DESTINY THOMAS: In the City of Fresno, we've been honored to lead the anti-displacement effort for the Strategic Growth Council's Transformative Climate Communities Project called "Transform Fresno", and we've
created our own sort of brand around the anti-displacement
effort that we refer to as the here-to-stay project. And
we were able to conduct a very comprehensive community
engagement on the ground, where we collected oral
histories and did archival analysis to determine two
things, one, the extent to which displacement is already
happening and some of the factors leading to the
displacement in the area, and two, what policies can the
City of Fresno adopt to avoid further displacement and
maybe even atone for the displacement that's already
occurred.

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

The other is displacement avoidance measures
should not be decided and implemented through consensus
building for the reasons that I mentioned earlier.
Democratic processes simply don't work in communities
where you have a grossly marginalized people who don't and
will never make up the majority of voices in a -- in a
public comment process.

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

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

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

So transparency is what will yield political will
in a community that has otherwise been averse to renter
protections and other types of anti-displacement
mechanisms. If you're able to be a transparent city, a
transparent county, a transparent state, we've noticed
that you're more likely to have landlord compliance -- excuse me -- while also being able to streamline a multi-disciplinary response to your housing crisis. So the social workers, the crisis response centers, the emergency rooms, the transportation planning departments are all able to sit together at a table and have a meaningful conversation about how to solve this problem, if we're all being transparent about the fact that that conservation is happening, and what's being said.

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

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

In addition to that, renters between the ages of 45 and 54 are most likely to be displaced. And, well, obvious to me, but maybe not other folks. People with cognitive differences and disabilities are greatly at risk. Transgender people not only are at risk of being displaced, but are least likely to even have housing to
begin with. And immigrants are very vulnerable, because people exploit the fact that there is an aversion to operating within the legal system to maintain renter protections.

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

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

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

Eviction right to counsel is a must have. And that has to include protections for people who are
We need to have more restrictions on unit conversions and start to designate certain units as being affordable in perpetuity so that landlords and out-of-town landlords can stop skirting accountability and finding loopholes that leads to increased costs of living.

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

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

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

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DR. DESTINY THOMAS: Here's a couple -- here are a couple policies that we recommended to the City of
Fresno. We are just outside of our public comment period, so we're now in a feasibility phase, where we're determining which of these policies make the most sense for Fresno, but I wanted to bring them here to share that these are policies that other jurisdictions can consider as well.

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

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

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

Lastly, least popular, I think that there should
be the inclusion of anti-displacement analysis in every CEQA process.

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

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

Another policy is a community-defined universal design standard. This means that in each city, each city will have to go through its own processes to determine what universal design means for its constituents. But we believe that it's time to go beyond what the ADA has asked
us to do, and that even the implementation of ADA interventions in many cases creates more hostile infrastructure than it helps.

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

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

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DR. DESTINY THOMAS: We have policies that restrict access for socially irresponsible businesses, while incentivizing socially just development. This
includes creating prohibitions on cargo and freight transport -- transport in neighborhoods that have experienced the historic brand of environmental racism, and where those prohibitions are not existing and increase in taxes. And that revenue generated should go directly to community-owned interventions within those communities -- those environmental justice communities.

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

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DR. DESTINY THOMAS: There's a lot that's working, but there's a lot that's not working. Of course, it's great that there's a heightened acknowledgement and awareness of the fact that this harm is occurring. I also am excited to see that these days more community-based organizations and resident leaders are being funded to
help solve these problems. But what's not working is we continue to move into these spaces where we are simply checking the equity box and creating procedural barriers for consultants like myself, who are best suited to navigate these crisis -- crises, but because of the burdensome invoicing processes and application processes, we just cannot show up in a meaningful way. Our equity metrics are happening without equity outcomes. And we are certainly being outpaced by climate change and houselessness.

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

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DR. DESTINY THOMAS: So -- and I'm wrapping up. A litmus test that we use at the Thrivance Group for what we call reparative planning, which in other spaces I refer
to as spatial reparations, is the filter we use on -- for every project, for every policy that we recommend, every funding opportunity that we go after, if we can't achieve these four themes, we know that it is more likely to do harm than good, and we also know that it's not going to do anything to solve the crises that I just spoke about.

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

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

The third thing is that the eligibility or qualifying factor cannot pose an additional burden or barrier that would contribute to a new or additional type
of displacement. This is really important. It's -- if you're creating a low income fare program for your transit system and then asking someone to jump through hoops to prove that they have low income, you're actually creating a burden, and you're not doing anything to repair the circumstances at hand. And, in fact, you enable and empower entities like transit police and other policing mechanisms to have another layer of surveillance and criminality for that population.

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

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DR. DESTINY THOMAS: I'm going to breeze through this in the interests of time. There's some programmatic policy changes that I think are necessary in order for us to solve these issues. We need satellite divisions, plan -- satellite planning divisions, so that we could be
more responsive to local contexts. We need to change the
way we employ civil servants staff by changing the
classifications to honor non-traditional pathways to
technical knowledge. Stop funding projects in communities
where we are weaponizing Article 34 altogether. If the
city has not done the work with its constituents to help
its residents understand the importance of affordable
housing, and if a city is sitting on their hands regarding
this issue, they don't deserve the money to continue to
expand on the backs of those communities.

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

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DR. DESTINY THOMAS: We need to establish an
oversight mechanism that serves as an accountability and
evaluation body for agencies that are pursuing funding. I
can't tell you how many times I sat at an evaluation table knowing that an agency is not being transparent about the extent to which they have done community engagement. And I -- and I've always wished and hoped that we could simply ask community if what the agency is saying is true.

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

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

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DR. DESTINY THOMAS: Thank you for having me and I will pass it back for questions.
CARB CHAIR RANDOLPH: All right. Thank you very much for that presentation. We are going to start with Board members, Commissioners, and HCD leadership with questions. So if you have a question, please use the raise hand function in Zoom.

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

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

And so the priority for filling up those units should go to people who've already experienced the harm that led to us making the decision that those units should exist. So right to return home policies give first right to fill the units to people who have a legacy in that community, either themselves or through their immediate family.
CARB CHAIR RANDOLPH: All right. Thank you.
Okay. Do any other Board members, Commissioners, or HCD leadership have any questions or comments?
Okay. The -- now we can hear from the public who wants to speak on this panel -- about this panel, and then we can also have some more discussion amongst the Commissioners, Board members, and HCD leadership. So I will ask Katie to call any public commenters.

CARB BOARD CLERK ESTABROOK: Thanks, Chair.
We currently have two commenters with their hands raised. The first is a phone number ending 528, the second is Mike Bullock, and we also have Steve Birdlebough.

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

LAURA ROSENBERGER HAIDER: Hello. This is Laura Rosenberger Haider. We really needed affordable housing in Fresno, like $200 per month or less, with a room so you can stay at near where they work. And people work all over Fresno. It's not just in one location, so there should be -- or there should be like -- like I like -- the best housing I think for me was the village at the Poverello House. Even though it was not heated, you could always add solar power battery storage to it.
There was just little sheds like for people to stay in, tiny houses. And they were just -- they all fit -- they were very close together, so they all fit into a small space. And it was like they didn't even -- they let me stay for free in the past when I went living over there. We stay for free. So they didn't really check income, because it wasn't really that expensive to put everyone in that housing in the first place, where just people could stay over night rather than commute every day to work and just go home on the weekends would help a lot.

All right. Thanks.

CARB BOARD CLERK ESTABROOK: Thank you.

Mike Bullock, you may unmute yourself and begin.

MIKE BULLOCK: Yeah. Thank you very much. I really appreciated the presentations. Right to return home, I wrote that down and I had that on my mind in -- because my wife and I actually own a fourplex and I would like it to be grouped with other developments of about the same size. It's a sliver of land, but if you put together what's north and south, we'd have half an acre. And what's going on in downtown Oceanside, it could be 60 units. But the people that I rent to now, I would like to see them have the ability to come back, if that were to happen. It would certainly create housing close to transit.
And so what happened to me in Oceanside is I gave a presentation, a car parking cash-out in about 2008. And so the councilman asked me what to do about the North County Transit District's redesign of the transit center. And they have about 10 acres down there and they still do really. And the plan was to put offices, and residential, and even retail. And, of course, it's still a large -- there's three different rail lines going into that transit center.

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

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

So this system was proposed and found to be feasible in superior court and in the appellate court in a
court case against the Climate Action Plan of the County of San Diego. And so parking is really a big deal. At the very least, unbundle the cost of the rent. I mean, there are people renting that are trying to put food on the table and they don't own a car or maybe they just own one car, where everybody else has two or three cars. Stop requiring the parking, no more than one per unit and zero is fine, if the developer wants to do that.

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

So thank you very much.

CARB BOARD CLERK ESTABROOK: Thank you.

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

STEVE BIRDLEBOUGH: Thank you. Steve Birdlebough. I'm with the Transportation and Land Use Coalition in Sonoma County. And we're struggling with the Metropolitan Transportation Commission to really make sense of the Sustainable Community Strategies. We've been pretty successful in Santa Rosa to do a lot of downtown
development around the rail station. That's coming forward.

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

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

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

Thank you very much.

CARB BOARD CLERK ESTABROOK: Thank you.

Muriel Strand, you can unmute and begin.

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

Thanks for the opportunity to comment.

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

CARB CHAIR RANDOLPH: All right. Thank you.

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

One of -- one of the things that caught my attention was one of Dr. Thomas's recommendations around prioritizing near-term awards to projects that directly address both climate change and housing instability. And I would -- I would love to hear more from Dr. Thomas about
sort of what you envisioned those kinds of projects as
and, you know, would love to have a discussion, because
that sort of kind of correctly hits that intersection
we're trying to get to.

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

And so while that project is certainly a priority
and beneficial to many, it is also very harmful and not
beneficial to many. And so we need to start prioritizing
projects that serve the dual purpose of connecting folks,
improving climate resilience metrics, and improving
housing stability across the region. So unfortunately, I
can't think of a specific project, because I haven't seen
it done before. But I know that there was an opportunity
were that Inglewood project to make sure that there was --
there were housing -- housing stabilizing and dignified
housing options included in that development and that that
did not happen, and that although there were folks like
myself who were in rooms advocating for that, there was
not the political will or the mechanism within the
agencies that were funding the project to make those types
of mandates.

CARB CHAIR RANDOLPH: Okay. Thank you.
Do any other Board members or Commissioners have
any other comments or questions or thoughts?
Okay. Tyrone.

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

My question was for Dr. Thomas. I really
appreciate the way you laid out the barriers and
recommendations for solutions to get around some of those
barriers. One of the things I heard in your -- in your
remarks was around the failures of existing democratic processes to meet the needs of communities. And I was just wondering if you can unpack that a little bit more for us and then talk about maybe some solutions to that 

shortcoming.

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

And so one of the ways we as civil service employees and now as consultants are asked to verify political will and feasibility of a project is simple. Have a public comment period and if the majority of people who have commented agree with it, then we'll do it. If not, we won't. And so what we find is that people who are retired, people who come out of professions like engineering, people who have a lot of money and, you know, aren't working hourly jobs can come and participate in these processes much more frequency -- frequently.
They're much louder. They are -- they are able to digest some of the complex documents that our planning agencies put out. And so their comments are more represented in these processes.

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

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

So we need to explore an alternative to democratic processes in jurisdictions where these processes have lead to historic marginalization of people who will never make up the majority.
HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Thank you. Appreciate that.

CARB CHAIR RANDOLPH: Thank you.

Dr. Balmes.

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

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

CARB CHAIR RANDOLPH: Thank you.

Board Member Riordan.

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

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

CARB CHAIR RANDOLPH: All right. Thank you.

Any other comments before we move on.

Commissioner Falcon.

CTC COMMISSIONER FALCON: Yeah. Thank you. I appreciate Ms. Riordan's comments regarding the City Heights CDC. I've -- just anecdotally, I've worked with them when I was in the Legislature and contemplating, you know, parks and amenities for the nearby residents on the 15 when the 15 was being built. And, you know, they were -- they're very tenacious with us when you were in
the Legislature in ensuring that, you know, we have the proper green spaces, you know, for the community there.

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

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

RANDY TORRES-VAN VLECK: Thanks, Commissioner Reyes Falcon. Appreciate that question. I'd say that one of the most essential things is to, you know, create a meaningful community engagement opportunity that residents find value in, that we value their time, we appreciate their time, we respect their time. It's important for them to see how their input is influencing the project and the outcome, so like building in like that clear communication like circle, so they understand that feedback loop about how their input is -- what is -- what
it's leading to, what is changing, also trying to build
projects and budgets with incentives for residents,
whether it's food, stipends, funding other CBOs that work
with different residents, and then making the experience
meaningful and fun for them, and recognizing that their
time is valuable, and that we do our best to appreciate
and respect their time.

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

(Laughter.)

RANDY TORRES-VAN VLECK: Definitely.

CTC COMMISSIONER FALCON: Thank you.

CARB CHAIR RANDOLPH: All right. Thank you.

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

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

Thank you.

Okay. So we are moving on to our next agenda
item, number two. And we've had some presentation and
discussions about these linkages. And now, we get to hear
about research related to the California Transportation
Assessment, which was required by AB 285 to assess how the
state's transportation planning and funding systems are
designed to meet California's climate goals.

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

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

Prior to being appointed as SGC's Executive
Director earlier this year, Ms. von Koch-Liebert was
Deputy Secretary for Housing at the California Business
Consumer Services and Housing Agency. Mr. Terplan is a
specialist in regional economic development, land use, transportation, government reform, and regional policy. He helped lead the Regions Rise Initiative and is currently leading the California Transportation Assessment.

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

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

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

(Thereupon a slide presentation.)

CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE DIRECTOR VON KOCH-LIEBERT: Thank you, Chair Randolph and good afternoon, Board members and Commissioners, HCD
leadership, and members of the public. It is very nice to be with you this afternoon. And a giant thank you to CARB, CTC, and the HCD team who invited us to join the meeting today.

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

So next slide, please.

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

But the big picture question is how is our planning and funding activities? Do they support our long-term common goals, including climate and equity?
Okay. Next slide, please.

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

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

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CALIFORNIA STRATEGIC GROWTH COUNCIL EXECUTIVE DIRECTOR VON KOCH-LIEBERT: So for those who may not be familiar with SGC, our council is made up of six Agency Secretaries and the Director of the Governor's Office of Planning and Research. And we also have three public
members that sit on the Council.

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

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

Egon, over to you.

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

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EGON TERPLAN: The first and really the reminder is - and you've see this slide earlier - the State of
California has ambitious economy-wide commitments to greenhouse gas reduction. So in this particular graphic, you can see the 2030 target of 40 percent GHG reduction below 1990 levels by 2030. And I think what we know from the conversations you're all having, that 2030 is really a milestone on the way to achieving carbon neutrality and greater reductions by 2050, all of which requires actions across the entire economy.

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

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EGON TERPLAN: But when we dig a little bit more into the transportation question, we -- in looking at mobile sources specifically, we know that while the expansion of zero-emission vehicles is a critical and necessary part of our transportation climate strategy, it's necessary but also not sufficient. And what this
chart from CARB shows is that even with a hundred percent zero-emission vehicle sales in 2035 and a rapid expansion to then and beyond then, there still are going to be a significant number of non-zero-emission vehicles on the road for many decades, shown here on the chart as I-C-E, ICE, or internal combustion engines. And so as a result, the amount we drive, and reducing the amount we drive, and the distances we drive is essential in order for us to meet our climate commitments. So VMT reduction becomes a core part of our climate strategy.

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EGON TERPLAN: What we also know is that reducing VMT, vehicle miles traveled, has many other co-benefits. And I think we've heard a lot today from other presenters about some of these co-benefits. We can see here clearly some relate to air quality and public health outcomes, as well as cost savings from reduced investment in new infrastructure. But, in fact, how much we drive overall really relates to the larger land use and transportation system, and I think we heard this from some prior presenters, where our homes are located, where our jobs, our schools the land use pattern at large, and then the options that we have to get around with variety of choices including not having to rely on a single occupant vehicle.
EGON TERPLAN: The other part of background that we heard is that unfortunately despite all the efforts we've made, we're still not fully on track to meet our GHG and VMT reduction goals. And you can see so on the graph here that both VMT and carbon di -- CO2 emissions and GHG emissions are both increasing. And so part of the mandate under AB 285 is to explore the larger system that is producing these outcomes. What are the collective planning and funding decisions, and funding processes that are leading to the patterns we're seeing? And the question then becomes what are ways that we can ultimately change that and move closer towards our shared goals?

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

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

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

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EGON TERPLAN: And then in particular, the California Transportation Plan, the kind of larger
umbrella plan, which we were asked to explore in more
depth in AB 285, it includes a wide range of goals, the
kind of outcomes we're trying to see in the system. And
you can see the eight of them referenced here, from
equity, to climate, to safety, to the economy. And so
balancing those at all of these levels of government is
part of what we're trying to make sense of in the
transportation system.

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

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EGON TERPLAN: And then turning to really a core
question that we're asked to look at in AB 285 is this
relationship between the State Transportation Plan and
then the regional planning system that we've established.
And we've heard reference today about SB 375 and the
Sustainable Communities Strategies, and that's a core part
of this regional planning system that many State agencies
are involved in. And I think many of you know this, but
that each of the regional agencies is required -- to the
18 Metropolitan Planning Organizations is required to put
forth a strategy of how it will achieve GHG reductions,
mostly from less driving, in a way that is financially
constrained and is connected to the land-use system, and
as we heard earlier is also connected to RHNA. So the
agencies that are on this particular call are all part and
parcel of helping make sense of that system and ultimately
achieve its goals.

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

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

But before doing that, I also want to mention the
fact that as this research team was getting started in the
work -- on our end was getting started, we've also
collaborated very closely with many of the staffs of your
agencies, as well as with some of the efforts that are ongoing, including the implementation of CAPTI, the Climate Action Plan for Transportation Infrastructure, as well as the SB 150 report that CARB is involved with the update to the analysis of how all the regional plans are going forward.

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

So with the next slide --

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

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

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ELIZABETH DEAKIN: So let me say just a little bit about the research approach we took. We were lucky to have a team of colleagues across several campuses who had
already been working on many of these topics. So at Berkeley, in addition to myself, I recruited people from the Berkeley Law School, who had been working on housing, transportation, and environmental issues. At UCLA, my colleague Marty Wachs, who unfortunately passed away before the project was really underway, and I put together a team of UCLA researchers who have done a lot of work on transportation finance and have worked with several of your agencies to make sure that we're reflecting best ideas in the plans that are being developed.

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

We also consulted not only with the relevant agencies, but also with a number of stakeholders. And we conducted over 80 interviews. I personally conducted over 70 interviews with elected officials, advocates, academic researchers, and staff of State agencies, transit agencies, cities and counties, the MPOs, and many community groups. And we did that in part because we wanted to make sure that it wasn't just our opinions as
experts, but also we were gathering information from a much broader set of stakeholders on what they felt were the key issues.

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

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

The paper covers this development process and the way that the institutions that were delivering the transportation services were shaped by the demands that they were facing. And it also looks at implementation issues and the roles that have been created by the complex
senate institutions that we now have that are delivering transportation problems. This -- these problems aren't new, and the solutions aren't new, and they're not limited to California either, but California does have a couple of very specific practices that make it stand out.

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

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ELIZABETH DEAKIN: The second working paper that we're putting together is on State plans. And that's really asking the question how does the California Transportation Plan and other key statewide transportation plans shape the transportation systems that we actually see on the ground, that is actually being delivered. We focus on surface transportation issues and especially on passenger transport, but we also touched on the freight
system, which is, of course, a growing piece of the puzzle that we're dealing with in California.

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

And when we -- when I say a deep text analysis, we actually will cite in the paper the page numbers and some quotations that I think will reveal some of the issues that we want to be highlighting. And then we also use the interviews to look at the processing, which the plans were being developed, as well as concrete steps being taken, and even the format of the plans, something that was discussed.
ELIZABETH DEAKIN: My colleagues at UC Davis are taking the lead on looking at regional plans. And here, the question is how do the Metropolitan Planning Organization Plans, and especially the Sustainable Communities Strategies, which are part of those plans, shape California's transportation system? And in looking at that, it looks at a diverse -- at all 18 MPOs and then takes a more focused look at a diverse subset of the plans from different parts of the state and different sizes of MPOs.

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

Next slide, please.

ELIZABETH DEAKIN: The funding analysis being led by John Gahbauer and Juan Matute, graduate students at
UCLA, is looking at the question of where the funding is coming from in what quantities, but also what goals and motivations are set forward in the legislation line that authorized each of the major funds and how that affects this. And one of the things that they tried to do is map the historical context to which the programs were developed, their relative magnitude, and degree to which they actually align with contemporary State goals for transportation, including greenhouse gas reduction, environmental protection, and social equity.

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

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

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ELIZABETH DEAKIN: The final paper is a legal analysis of this. And what this working paper does is examine the issues that might be associated with redirecting transportation funds to meet contemporary State goals. That was motivated by comments that were received really as we were getting started on this, or even before, from previous work that several of us had
done, where we were told that there was relatively little
flexibility and many prior commitments and promises that
had been made. And so that was certainly a topic we
wanted to look into in more detail.

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

So we -- we're putting these five papers
together. We've assembled a draft report in which each of
the working papers is a chapter and we've also prepared a
summary report that digests the key findings and some
recommendations that the team would like to put forward.
This is an independent university review and an
independent university set of recommendations. So I will
say right now that what we recommend and what eventually
is recommended after there's been much more discussion
might not be identical, but you'll get to see what we have
to say very shortly. We'll be finished with this project
at the end of December and then the reports will be
public. So I'd like to, with that, say thank you.
DIRECTOR VON KOCH-LIEBERT: Thank you, Dr. Deakin. We really appreciate you presenting your method and the contents of the reports, and just really appreciate your partnership as we have gone through this process together. Can you go back one slide, please.

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

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

We'll also be inviting the public to provide feedback at that time as a way to be able to gain information and feedback that will help shape our next steps as we work towards hitting the early 2022 report deadline that the Legislature has set for us. We would like to come back to this group and share a project update.
with you in 2022. We think that as we move forward with this information, are able to have the facilitated dialogues and stakeholder engagement, that this will continue to be a very helpful and useful process for the State.

So with that -- next slide, please.

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

CARB CHAIR RANDOLPH: Thank you very much.
So, Dr. Sperling is ready to go.

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

So I've not been involved in that study and so I -- so I do have some questions. I know there's a big reveal coming soon and you can't tell us all the details, Betty, but, you know, I start -- we started out this meeting, I made a comment that, you know, we created this car-centric transportation system that's marginalized a lot of -- you know, many groups, many parts of our
society. And on top of that, you know, adding to what you were talking about, Betty, is that, you know, we've seen big changes kind of starting to evolve in the last decade or so, the focus on climate change, the emergence of a lot of new technologies and business models, you know, scooters, and electric bikes, and ride-hailing, and microtransit. And we'll probably see automated vehicles in a few years.

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

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

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

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

CARB CHAIR RANDOLPH: You're on mute.

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

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

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

And so that's -- we certainly are addressing this issue and a number of the comments that we received from the people that we talked to we did those interviews not
because we didn't think there had already been a lot of public involvement and outreach to other stakeholders and collaborations among State agencies, but because sometimes people will say things in private conversations when they can step back that they might not be comfortable saying in a public forum. And so we wanted to give people that opportunity to have that kind of a discussion with us about this.

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

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

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

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

CARB BOARD MEMBER SPERLING: I'll be there.

ELIZABETH DEAKIN: Okay.
CARB CHAIR RANDOLPH: Thank you. Okay. Any other Commissioners, or Board members, or HCD leadership who would like to pose questions or share some thoughts? Okay. We will now have public comment on this item. If you'd like to comment on it, click -- raise your hand in Zoom or dial star nine, if you are calling in by phone, and the Board Clerk will call the commenters.

CARB BOARD CLERK ESTABROOK: Thank you.

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

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

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

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

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

I want to talk about freeway lids. I want to talk about -- that's being proposed down here, and I want
to talk about induced traffic demand in reverse, and that is if you reduce the number of lanes, you will not increase congestion, when steady state occurs, you'll have the same congestion. That's because people adjust. So it goes both ways.

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

    CARB BOARD CLERK ESTABROOK: Thank you.

    Steve Birdlebough. You may unmute yourself and begin.

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

    As we've examined the right -- the VMT in households, we've found that 16 percent of the households are responsible for 52 percent of the GM -- of the VMT. These are the super commuters. And the rest of them are going very short distances and most of those distances could easily be done -- most of those trips could easily be done on an electric bike.
And so we're really looking at the possibility of shifting a large number of people from hopping in the car every time they need to go two or three miles to using their bicycles and making the road structure that already exists into something that is really attractive for people who want to cycle or walk. And we don't expect that that will solve the entire problem, but I think it does pay the right amount of attention to existing networks that can be adapted to the new -- the new priority of getting us out of our cars and into other methods of transportation.

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

CARB BOARD CLERK ESTABROOK: Thank you.

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

KEVIN MA: Good afternoon agencies. I'd like to echo the same concerns that the last two speakers have said is that a lot of the local jurisdictions are making plans to address AB 32 goals, as well as further goals. For instance, my previous City of Palo Alto has an 8530
goal, which is extremely ambitious, especially given that vehicle and transportation emissions make up a large amount of the GHG emissions of the city, and that EVs are kind of what they're banking on, because the issue with locally -- local jurisdictions that's fundamentally a lot of people do run on campaigns of reducing traffic usually by increasing the amount of highways, lands in their area, because there's a general -- there's a large amount of opposition to perhaps locally beneficial changes, such as bike lanes, or, you know, anything that's not car related transportation improvements that we've seen a streamlining effort passed in the Legislature last year to try to address those issues, because locally we've seen CEQA against sidewalks, against bike lanes, because they take away parking, against anything that does not benefit me as a driver fundamentally.

And that I feel like there should be either greater streamlining efforts made for things that aren't highway expansions, for instance in Downey for things that actually can make improvement changes, such as you know HSR having spent a billion dollars on an EIR. That just seems, at this point, more and more further away than any of our lifetimes, and that we should be encouraging or, at this point, mandating local jurisdictions to start speeding up feasibilities to make bike and pedestrian
improvements, because fundamentally, if -- again, since a
lot of people were kvetching about SB 743's change from a
level of service to VMT, we are still slowly seeing cities
catch up to it.

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

   Thank you.

CARB BOARD CLERK ESTABROOK: Thank you.

Chair, the concludes the commenters.

CARB CHAIR RANDOLPH: Thank you very much.
Okay. So the next item on our agenda is an update on our joint agency work. And so I'd like to invite CARB's Executive Director Richard Corey to provide a brief update and then summarize some of the key themes and next steps from today's meeting.

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

CARB CHAIR RANDOLPH: Yes.

(Thereupon a slide presentation.)

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

But the recognition of the issues, the challenges, and the optimism in terms that we can collaborate going forward. It's pretty exciting. That
three and a half years, again a lot has happened and it is exciting I think for our respective teams in terms of where we are.

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

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

I'd also like to briefly highlight the two key planning processes that involve multiple agencies and some of the themes that were touched on over the course of today's discussion. Many of the agencies and stakeholders are participating in the process to update the Climate Change Scoping Plan. And it will contain actions the
State agencies could take to create more sustainable and equitable communities, reduce VMT, which we've talked a lot about today, and reach carbon neutrality by mid-century.

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

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CARB EXECUTIVE OFFICER COREY: And I also wanted to highlight some of the exciting budget news really on multiple agencies, and that is the final State budget included the biggest climate package in history for the State and billions of dollars for housing and homelessness investments. This slide highlights the budget package that includes more than 1.5 billion -- $1.5 billion to support the transition to zero-emission vehicles and infrastructure, as we discussed during the April joint
meeting, including a focus on drayage trucks, transit
buses, zero-emission school buses, all of which moves us
forward with respect to climate target GHG reductions, but
also with respect to reductions of toxic pollutants as
well as pollutants that contribute to our regional air
quality problems with respect to ozone and PM2.5.

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

These investments aim to meet housing needs while
shrinking commutes, adding mobility options, so it's
not -- the car is not the only solution and path to get
from point A to point B, and ultimately reducing GHG
emissions. Implementing these investments will utilize new and existing partnerships between HCD, CARB, CTC, our growing partnership here, among other State agencies, and communities to monitor and drive California's progress towards these goals.

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

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

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

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CARB EXECUTIVE OFFICER COREY: So to wrap-up.

Today's meeting further illuminated the complexity of fostering a sustainable and equitable community, as well as state. Some of the key elements, affirmatively furthering fair housing, increasing development in infill areas, providing more transportation choice, and creating environments that support walking, biking, and transit, and reducing driving, have been situated in their own unique institutional structures. And as we saw today, the beginning efforts that our agencies are taking to align some of these considerations and processes to better achieve better outcomes, and address our respective mandates.

So the goal is to create more sustainable communities that support emission reductions and VMT as an
important metric – we talked about that – to consider as it is connected in so many ways to the issues that we focus on with housing, air quality, toxics, community, GHGs. It's really connected across the Board, housing equity, transportation systems, public health, and the development of sustainable communities.

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

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

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

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

Looking ahead to our future meetings, we already have dates for the next year's joint meetings April 7th and November 3rd, 2022, so I'm especially looking forward to the joint meetings next fall when we'll hear our first
progress report on the implementation of CAPTI actions.

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

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

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

Yay, Monique.

Okay. Chair Norton, would you like to make any closing comments for the meeting today?
CTC CHAIR NORTON: I sure would. I want to thank you -- as my screen comes back on. I want to thank you for a wonderful meeting. And I think this is emblematic of the type of work we are doing together every day. These meetings that we have every -- twice a month -- a year is not emblematic of where we are working together and achieving common goals together.

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

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

And I will thank all of you who prepared your presentations and have included them, so that people can go over them, and look at them, and review them, and still...
reflect on them, and allowed yourselves to be on-call as we want to reflect and ask more insightful questions after this meeting. Just because we didn't ask questions in public comment doesn't mean that we don't have tons of them. We just need to percolate on them a little bit.

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

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

Thank you.

CARB CHAIR RANDOLPH: Thank you, Chair Norton.

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

CTC VICE CHAIR ALVARADO: Thank you, Madam Chair. My term is up and I'm not going to seek another term on the CTC, so I won't be at the next meeting. But I would just like to -- you know, as we go through, and develop,
and implement these policies, I want us to put our shoes -- put ourselves in the shoes of those poor and middle income folks. You know, as we develop -- like I said, you know again, as we develop and implement these policies, we have to -- we have to understand that, you know, we're working two jobs. We're dropping kids off at child care, schools, sports, being a part of that super commuter, and you can't do that on public transit.

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

CARB CHAIR RANDOLPH: Thank you very much. I think today's discussion was excellent. It was, you know, very, very substantive detailed. It was really a great opportunity to hear how all of our agencies are working together and bringing equity into all of the work that we do, and really, you know, achieving these climate, transportation, and housing goals. But I -- you know, I really appreciated the panelists from the community organizations who were basically clearly saying this is
great. You need to do more and giving us some actionable, you know, real-world examples, and recommendations, and next steps to think about as we're operationalizing this, and the importance of ensuring that there are equitable outcomes for the low-income residents, for the super commuters, for -- you know, for those who have to grapple with difficult challenges and who have been bearing the burden of the California economy for decades.

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

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

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

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

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

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing CARB, CTC, and HCD meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of November, 2021.

JAMES F. PETERS, CSR
Certified Shorthand Reporter
License No. 10063