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

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APPEARANCES

CARB BOARD MEMBERS:
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Supervisor Phil Serna
Professor Daniel Sperling
Diane Takvorian
Supervisor Nora Vargas

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Carl Guardino, Vice Chair
Jay Bradshaw
Rocco Davis
Clarissa Reyes Falcon
Darnell Grisby
Joseph K. Lyou, PhD
Michelle Martinez
Hilary Norton
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Toks Omishakin, Agency Secretary

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Doug Remedios, Clerk of the Commission
APPEARANCES CONTINUED

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STAFF:
Tyrone Buckley, Assistant Deputy Director
Marisa Prasse, Housing Policy Manager

SPECIAL GUESTS:
Tony Boren, Fresno Council of Governments
James Corless, Sacramento Area Council of Governments
Elizabeth Deakin, University of California, Berkeley
Kalieh Honish, Los Angeles County Metropolitan Transportation Authority
Sarah Jepson, Southern California Association of Governments
Jim Schaad, City of Marysville
Egon Terplan, Governor's Office of Planning and Research, California Strategic Growth Council

ALSO PRESENT:
Keith Dunn, Self-Help Counties Coalition
Kyle Heiskala, Environmental Health Coalition
Bill Higgins, California Association of Councils of Governments
Matt Maloney, Association of Bay Area Governments
Sarkes Khachek, Santa Barbara County Association of Governments
Nailah Pope-Harden, ClimatePlan
APPEARANCES CONTINUED

ALSO PRESENT:

Jennifer Tendick, California Association of Councils of Governments
Maura Twomey, Association of Monterey Bay Area Governments
Kiana Valentine, Tulare County Association of Governments
Dawn Vetesse, San Diego Association of Governments
Michael Woodman, Nevada County Transportation Commission
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PROCEEDINGS

CTC CLERK REMEDIOS: Commissioner Davis?

CTC COMMISSIONER DAVIS: Yes.

CTC CLERK REMEDIOS: Commissioner Falcon?

CTC COMMISSIONER REYES FALCON: Here.

CTC CLERK REMEDIOS: Thank you.

CTC CLERK REMEDIOS: Commissioner Grisby?

Commissioner Guardino?

CTC VICE CHAIR GUARDINO: Here.

CTC CLERK REMEDIOS: Commissioner Lyou?

CTC COMMISSIONER LYOU: Here.

CTC CLERK REMEDIOS: Commissioner Martinez?

CTC COMMISSIONER MARTINEZ: Present.

CTC CLERK REMEDIOS: Commissioner Norton.

CTC COMMISSIONER NORTON: Present.

CTC CLERK REMEDIOS: Commissioner Tavaglione?

Chair Eager?

CTC CHAIR EAGER: Here.

CTC CLERK REMEDIOS: Vice Chair Guardino

CTC VICE CHAIR GUARDINO: I'm still here.

CTC CLERK REMEDIOS: Okay. I wasn't sure.

Senator Newman?

Assemblymember Friedman?

Vice Chair Guardino, we have a quorum.

CARB BOARD CLERK GARCIA: Okay. Mr. De La Torre?
CARB BOARD MEMBER DE LA TORRE: Here.
CARB BOARD CLERk GARCIA: Ms. Hurt?
CARB BOARD MEMBER HURT: Here.
CARB BOARD CLERk GARCIA: Mr. Kracov?
CARB BOARD MEMBER KRACOV: Here.
CARB BOARD CLERk GARCIA: Senator Leyva?
Supervisor Serna?
CARB BOARD MEMBER SERNA: Here.
CARB BOARD CLERk GARCIA: Professor Sperling?
CARB BOARD MEMBER SPERLING: Here.
CARB BOARD CLERk GARCIA: Ms. Takvorian?
CARB BOARD MEMBER TAKVORIAN: Here.
CARB BOARD CLERk GARCIA: Supervisor Vargas?
Supervisor Vargas?
CARB BOARD MEMBER VARGAS: (Hand raised).
CTC CLERk REMEDIOS: We see your hand raised.
CARB BOARD MEMBER VARGAS: I'm here.
CARB BOARD CLERk GARCIA: Thanks.
Chair Randolph?
CARB CHAIR RANDOLPH: Here.
CARB BOARD CLERk GARCIA: Madam Chair, we have a quorum.

(No sound or in audible for 1 minute 10 second.)
CTC VICE CHAIR GUARDINO: ...understand there are challenges on your time today.
TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Thank you very much. Can everybody here me well? (Inaudible)

Very good morning, everybody. Thanks for taking the time to be with us for this particular meeting. I know it's one of two that will be held this year.

(Inaudible) I know that he is unfortunately not feeling well. (Inaudible)

(Multiple voices.)

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: You know, when I think about these issues that we'll be addressing today, there's clearly a lot of overlap from -- between housing, air quality, and transportation. And we need to coordinate, we need to collaborate on these issues. We need to build partnerships on these issues.

It's more important to --

(Multiple voices.)

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: -- because we now have policies, we now have resources from a funding standpoint like we've never had before in these varying spaces. And if we go about doing this work independently and not together, all of this work is going to struggle, this work is going to suffer.

So it's more incumbent upon on us to --

(inaudible)

(Multiple voices.)
TRANSPORTATION AGENCY SECRETARY OMISHAKIN: --
and I know this meeting presents (inaudible)

(Multiple voices.)

TRANSPORTATION AGENCY SECRETARY OMISHAKIN:
(Inaudible). So as I mentioned, historic
investment is happening in transportation, both at the
federal level, at the State level, and local level. This
unprecedented funding starting with the federal
government --

(Multiple voices.)

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: -- is
to the tune of a $1.2 trillion. A lot of us (inaudible).
But there's clearly alignment with the funding, alignment
with the (inaudible)....

And while I was CalTrans Director for only two
and a half years, the (inaudible) shift, the foundational
tenet focus areas during my tenure will move forward in my
new role at CalSTA. Climate -- climate action, safety,
and (inaudible) will continue to be focus -- focus areas
in this new broader responsibility. And I know many of
you again believe in that that we can do foundational
principles as well.

But we also recognize that there are ancillary
impacts that these goals have on many of the areas that we
want to achieve and did for our state from economic goals
to health goals for our state. We know if we focus on these goal areas, it will have broader impacts on many of the other things we want to -- want to achieve as a state.

Next slide.

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: So (inaudible) is also making (inaudible) --

(Multiple voices.)

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: --

work 1.1 to 1.2 trillion dollars that's coming from the federal government to all (inaudible) government put forth transportation (inaudible) of this country, but also Governor Newsom is making unprecedented investment as well. Never before have we seen general fund money come to the transportation sector like this (inaudible) to do, in the last year and the year coming ahead is when this project was proposed $9.1 billion to go to infrastructure, $4.2 billion specifically for high speed rail, $2.3 billion to address improving the freight and goods movement in our state.

And so we have again a tremendous opportunity in front of us with the goal that we want to achieve together and now with funding like we never seen before to achieve the things that we want to achieve.

I already mentioned the federal funding, but
California will also be going after the discretionary money that's going to be available at the federal level to help us achieve these goals. It's been estimated that anywhere from 25 to 40 percent of the federal money that's now in place is going to be discretionary, money that we can compete for with other states. I know we will fare well as it relates to being able to get that money, to bring that money to California, because a lot of these issues that the Federal government wants us to focus on and achieve we're already leading the country on, leading the way on.

So I look forward to many of you helping us -- many of you listening at home and in this room today helping us go after that competitive -- those competitive dollars from the federal government.

Next slide.

--o0o--

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: So what will continue to be the guide for a lot of our work from CalSTA will be CAPTI. If you're not familiar with it, it something that I'm hoping that you get a chance to lock up and learn a little bit more about it. But everything from our investment in zero-emission transit, to rail, to improving safe access to walking and biking all that direction for where need to head as a state just
embedded in this document. And the departments and the CalSTA team, like Caltrans and High-Speed Rail, and OTS, and even the Commission itself, the CTC, are embracing CAPTI, and looking forward to seeing the fruits of what this policy document, this plan, can achieve -- achieve for our State.

Next slide.

---o0o---

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: And the final slide here, and I don't know if there will be any particular questions for me, but we have the policies. We have a lot of funding, but it's also been recognized very recently in AB 285 that you will hear a little bit more about today that we have an opportunity to better align our projects and funding priorities. CP -- CTP 2050, the long-range plan -- transportation plan for our State that Caltrans develops was a visionary document that was adopted just a little over a year ago. And it sets out a good vision and direction for us our state. But one thing that's clear that AB 285 has identified is that we -- we need more alignment. We need more alignment in how funding is going to actually be spent in all these priority areas.

And I look forward to working with many of you again in this room with our local, regional, and State
partners and stakeholders at large to help achieve the
goals of AB 285, because we can't -- we can't get to where
we want to get to, if we don't make sure the policies, and
the funding, and the projects that we're building now, not
in the future, the projects that we're building now align
with these goals. And that's what AB 285 is looking to
achieve and so I look forward to again working with you to
achieve -- achieve the many goals. I think five goals
have been identified in AB 285, working we need to achieve
those.

So again, thank you for the opportunity for
CalSTA to be a part of this meeting this -- this meeting
this morning. To the leadership on the dais, thank you,
and to many of you in the room -- all of you in the room
as well, thank you as well.

Is there time for questions or --

CTC VICE CHAIR GUARDINO: Mr. Secretary, I was
just going to ask you if you have time for questions.

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Yes.
I've got roughly probably 20 minutes or so. Yeah, 20
minutes.

CTC VICE CHAIR GUARDINO: Wonderful. Thank you, sir. And again, for those who are remotely participating,
we have taken our agenda slightly out of order, so that we
can accommodate the slightly delayed start time we had
today and still meet Secretary Omishakin's calendar.

With that, I'm going to ask if any of our colleagues from the California Air Resources Board have questions as well as my colleagues on the California Transportation Commission. I would like to recognize our immediate past Chair Hilary Norton.

CTC COMMISSIONER NORTON: Thank you. Secretary Omishakin, I really appreciate your presentation today and the goals to make sure that we go after as much of the federal IIJA funds as you can. It seems as though the Justice40 Initiative is a wonderful opportunity for us to identify where -- as we are making great strides in the equity conversations together, where some of those Justice40 projects are located in California and how we can make sure that they're going to compete nationally, so that we can have those projects go after the federal competitive funds and compete very well, and leverage the other funds that are going to come naturally to the state.

Can you tell us who is in charge, along with you, to make those things happen and how we can have those conversations about where those Justice40 projects could be and how we put them up very quickly, so that we can make sure that we get the most money that's intended for communities of need?

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: I
almost said Chair Norton, but --

(Laughter.)

TRANSPORTATION AGENCY SECRETARY OMISHAKIN:

Commissioner Norton, former Chair Norton, thank you for the question. I think it's a very important question, especially during this time that we all keep talking about our passion for equity. But what I'm reminding everybody, what I keep continuing to remind folks of is we need to move from symbolic gestures on equity, to systemic efforts on our equity. So we -- again, we talk a lot about it and we want to achieve some things, but we've got to get beyond the very symbolic nature of the history of the work we've done to things that are going to be systemic, and lasting, and change lives for people.

The Justice40 program that the President has proposed I think will help us get there. If you're not familiar it, it's a part of IIJA. You should look it up, but the intent of the program is to spend 40 percent of that 1.1 or 1.2 trillion dollars to spend 40 percent of it in communities that need -- that we should address from an EJ standpoint that have been left behind historically.

The full tenets of that program have not been laid out yet from the federal government. So we don't know fully what that's going to mean. We're still going
to be looking to them for rulemaking and policy ideas around Justice40.

But CalSTA will take the lead along with the CTC and any -- any -- any other departments, CalTrans will play a significant role in this as well. But I'll tell you just quickly one other key thing about this. One thing they have laid out is the $1.1 billion that they want to invest in reconnecting communities. That's where they want to see how we can -- from the transportation sector, we can better connect communities that have been divided by the infrastructure that we built over the last 60 or 70 years.

Now, it's only a billion dollars. The initial proposal from the President was $23 billion. And Congress, through negotiations, knocked it down to a billion. But regardless of how much that money is, we all, as a community, State leaders local leaders, we need to be committed to this as well. The Governor has proposed $150 million for a Highways to Boulevard Program. We're going to be working with Director Weiss and his team at Caltrans to implement that Highways to Boulevard Program. So this is something that we need to be locked into, again not just as a symbolic effort, but something that we -- we really try to bring change to communities across the state. Thank you for the questions,
CTC VICE CHAIR GUARDINO: Former Chair Norton, thank you.

DO we have other questions from California Air Resources Board members or CTC Commissioners?

Yes. Dan Sperling.

CARB BOARD MEMBER SPERLING: So I have the advantage of sitting next to you here. You know, CAPTI is, in my mind, a great initiative. How would you relate that, for instance, to the -- some of these equity, social justice programs? How would you like think about prioritizing new roads, maintenance, bikeways, other -- you know, other modes of travel, how -- you know, kind of at a high level, how do you think about that, you know, especially given that there's going to be issues with revenue shortfalls going into the future, unless we change the revenue system also, and that's mixing together several ideas. But I thought, you know, you've been thinking about all of this a lot, I know. So maybe give us kind of at a high level philosophical strategic thoughts on these topics.

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: A professor from UC Davis would ask a question like this.

(Laughter.)

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: He's
sending me back to the classroom.

So very layered and complex question, Dr. Sperling. I can tell you that from a many transportation investment standpoint, a lot of the investment is coming through -- coming through CalTrans, that CalTrans' budget this year will be the largest its been in its -- in the history, since its inception, over $20 billion. And the money that is passing through the CTC, the Commission -- that the Commission is signing off on to make those investments, historic numbers as well, based on general fund money, and department money, so a more opportune time than ever to think about how CAPTI relates to those investments.

One of the things that's happening is within the Department -- I'm not longer directly within the Department, but is where are we thinking the investments. One of the questions that I often get -- Commissioner -- Commissioner Lyoun has asked me this question before is there's still projects that are being built that don't necessarily relate to the CAPTI goals. How is -- how is that -- how is that happening?

And I'm reassuring people that the pipeline -- the pipeline is being looked at very differently. There are some projects that are so far along, that they just have to -- we just have to move forward. If we've got
right-of-way, and we've designed it, and it's in the -- in the final stages of construction, it is too late to be making changes there.

But the remainder of the pipeline, the Department is completely taking a different look at that and making sure the key tenets of CAPTI, equity, and climate, and safety-related issues are being addressed in those projects.

It's going to take a while for that full pipeline to transform into what we want to see, but I can tell you the leadership there now, the leadership that will be there in the future is looking at things in that way. I'm not sure I completely answered your question, but we're shifting gears in that direction for sure.

CARB BOARD MEMBER SPERLING: Thank you.

CTC VICE CHAIR GUARDINO: Secretary Omishakin, thank you.

Any other questions on the dais?

With that -- and Secretary Omishakin, when you need to depart in about 13 minutes, feel free just to do so. We won't think it was because of anything I just said.

(Laughter.)

CTC VICE CHAIR GUARDINO: One other --

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Thank
you, Vice Chair.

    CTC VICE CHAIR GUARDINO: You're well, Mr. Secretary. We do have one final question from one of our CTC Commissioners participating from a remote location. If Clarissa Reyes Falcon could take herself off of mute and go ahead with your question. We'll see how the sound system works in the room.

    CTC COMMISSIONER REYES FALCON: Okay. Can you all hear me?

    CTC VICE CHAIR GUARDINO: If you could speak up just a little bit?

    CTC COMMISSIONER REYES FALCON: Okay. There you go. I had to -- we're working off of two devices here. So I had to mute one.

    I appreciate Secretary Omishakin's remarks very much in terms of, you know, what we do about equity and really, you know, applying this, and, you know, not -- you know, not making this just aspirational, but how we actually, you know, put equity into practice. And, you know, I wanted to kind of piggyback on Commissioner Norton's comments and questions on Justice40 and reconnecting communities and really -- you know, really seeing equity put into action. And interested, you know, as you -- as we look at how we can leverage federal funding for -- for equity type of projects, Secretary, if
you can kind of hone in on, you know, what those guide --
guidelines are going to look like, what that process is
going to look like, so that, you know, our regions can
start to really think about, you know, how -- how they
leverage the opportunities to, you know -- to create
projects that, you know, help undue some the injustices to
some of these communities that have been impacted by our
transportation projects.

Thank you.

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Yeah.
Chair, Commissioner Falcon, you were not completely
audible, but I think Tanisha is going to -- the Deputy
Director is going to help you

CTC CHIEF DEPUTY DIRECTOR TAYLOR: I will do my
best. So forgive me, Commissioner Falcon. So what I
heard Commissioner Falcon essentially ask us is how --
going back to Commissioner Norton questions about the
Justice40 initiative and how we connect those things. One
thing -- the first question is how can we leverage the
federal funding that's outside of the Justice40 of further
that?

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Just
one second. Please.

CTC CHIEF DEPUTY DIRECTOR TAYLOR: How can we --
how can we leverage the federal funding from other areas
to further the Justice40 initiative, what will the
guidelines look like, and how will we determine that the
projects are successful and what they should look like to
achieve those goals in communities that were really
talking about? I think that was it, but I admit I didn't
quite hear everything.

TRANSPORTATION AGENCY SECRETARY OMISHAKIN: Yeah
I'm not -- I'm not sure I completely understood that. But
one part of -- sorry Tanisha, you weren't as audible for
me as well. One thing I heard you say clearly was that
what will the guidelines -- what will the guidelines look
like? And hopefully, Commissioner Falcon, that is part of
what your question was. And we're going to have an
opportunity to frame that together as a transportation
community and this -- really the people in this room,
CARB, I believe -- I think we'll all have an opportunity
to frame that, because again the Justice40 program is
about making sure the sustainability and environmental
related funds that are coming from IIJA from the bill and
helping EJ -- EF communities.

So the federal government will have -- will have
guidelines through the Justice40 program whenever those
are finalize. But again, we're going to have an
opportunity to claim a little of that where we want to
put the money in the State as money, whether it be formula
money or discretionary -- discretionary money. I hope that helps a little bit with Commissioner Falcon's question, but I didn't quite hear -- but thank you, Tanisha as well for helping with that.

CTC VICE CHAIR GUARDINO: And I would ask our Commissioners participating remotely if they also text in their questions or comments. As best we can, we'll be able to all communicate today. And again, the Secretary is going to be stepping away in about 10 minutes. We're going to go back to our agenda, if we may, as I would like to hear from Chair Randolph and I have some very brief remarks to make as well. And then we will, you know, continue with our program with Tyrone Buckley who is filling in for Gustavo Velasquez today as Gustavo continues to take care of his health.

So if I may, with some very brief comments again a thank you especially to our professional teams for working together so successfully and putting together a substantive and thoughtful agenda for today, as well as our fellow Commissioners on the CTC, the CARB Board members, and the leadership at Housing and Community Development.

This is our first gathering together since October of 2019, where we were physically present together. For 25 months I think many of us have been
wearing masks. And it's nice to not have those on. Although, it was kind of nice for 25 months I didn't have to shave or brush my teeth and still get away with that.

(Laughter.)

CTC VICE CHAIR GUARDINO: But I changed that this morning. I promise.

I want to take a moment also to welcome the California Transportation Commission's newest member Jay Bradshaw. We're delighted you are here with us in person. Appreciate your service to our state. Jay began his tenure on appointment by the Governor in January of this year, as well as our new Chair who is participating remotely today, Lee Ann Eager. We're delighted by your unanimous selection as Chair of the Commission starting on March 1.

I'd also like to recognize and welcome California Air Resources Board Member Nora Vargas from San Diego. Glad she -- oh she's remotely. Nora, that explains why I didn't see you on the dais. Lee Ann, thanks for the save on that one.

Lastly, I want to acknowledge that this will be California Air Resources Board Executive Officer Richard Corey's last joint meeting, as he will be stepping down from his role later this year. And I think we all are indebted to Mr. Corey's leadership and service to our
state for well over a decade.

Will you join me in thanking Richard Corey.

(Applause.)

CTC VICE CHAIR GUARDINO: I want to thank all of those who have joined us today, both in person and online. We are all looking forward to today's presentations and I want to thank our team for hosting today's hybrid joint meeting, the staff of the Rocklin Event Center ballroom for their assistance in hosting our meeting, and the Placer County Transportation Planning Agency for their help with meeting logistics, as well as the refreshments they provided. Those muffins are a thousand calories each. I'm just giving you a heads up.

I would like -- I would like to turn it over to our Commission Clerk, Doug Remedios, to share how members of the public can provide comments during each item. And I would also like to mention that we will endeavor to take a 60-minute lunch break, as close to 12 noon today as I can. Doug, would you like to share how people can participate effectively today.

CTC CLERK REMEDIOS: Thank you, Vice Chair Guardino. For members of the public, we welcome comments from the public as part of each item at this meeting. For those attending in person, please submit a speaker's slip to the clerk, that's me, up here at the front of the room.
and let us -- to let us know you want to comment on an item. For those attending via GoToWebinar, you should see a webinar control panel likely located on the right-hand side of your screen. There you'll find the raise hand feature, as well as the questions tab. We encourage you to use the raise hand feature as early into the item as you can to give the system time to acknowledge you. Alternately, you may use the questions tab to submit your comments. Please be sure to include the agenda item number you are commenting on. Commission staff will read the comment on your behalf.

As a reminder, each registered attendee is provided a unique link and phone number to access the webinar. These should not be shared with other participants as they are registered to a specific attendee and can create confusion for staff when making comments.

For everyone providing comments, please do your best to be concise. Please make sure that your comments add new information. If you agree with the comments of a previous speaker, simply make that statement. Please remember to speak at a steady pace to allow our translating services adequate time for accurate translation.

Since we could have many speakers, we ask that you make your point in three minutes or less. If for some
reason we have many speakers on a topic, we reserve the right to limit comments to one minute each as needed.

Thank you for joining us today.

CTC VICE CHAIR GUARDINO: Doug Remedios, thank you. Before I turn it over to our California Air Resources Board Chair, Liane Randolph, let me provide a few brief remarks on behalf of the California Transportation Commission.

The CTC is committed to promoting safe, equitable, healthy, and sustainable transportation through our work that supports job creation and economic development. We're excited to engage with partners across all levels of government to discuss opportunities and challenges presented within the California transportation assessment, the draft progress report on sustainable communities implementation, and the second iteration of regional early action planting planning grants.

As we make our way out of a global pandemic, we are facing significant infrastructure challenges, including stark inequities in how our built environment is experienced by marginalized communities, the call to continue to reduce transportation's climate footprint, the need to provide more housing, especially affordable homes to combat the State's housing affordability crisis, how to reinvigorate our transit ridership, and the critical need
for climate resiliency in our transportation systems. But we are a state and a nation that values innovation and partnership, and we are certainly not afraid of a challenge.

We are now entering an era of unprecedented opportunity with significant State and federal funding opportunities on the horizon. Now is the time for us to come together. We look forward to a robust discussion today of how we can collectively deliver transportation and housing investments that move us closer to our goals as combating climate change, providing better air quality, addressing equity, providing safe and healthy mobility, and increasing affordable homes for all Californians.

The CTC is working diligently with stakeholders to implement our racial equity statement and to better integrate transportation, equity, and climate change considerations into our funding programs, including the incorporation of the Climate Action Plan for Transportation Infrastructure, CAPTI. Our next Senate Bill 1 program workshop for those participating is Monday, April 11th.

We also continue to advocate for increased funding for transit and active transportation investment in California. We greatly appreciate the commitment of funding for these purposes in the State and federal
budget.

The California Transportation Assessment and the progress report on sustainable communities implementation highlight the continued need for close dialogue with stakeholders to ensure we achieve appropriate milestones, so that we meet our ambitious goals.

I look forward to the discussion of revenue neutral pricing during the progress report on sustainable communities implementation update. The successes and the challenges of the Regional Early Action Plan Program showcase how the continued evolution of our State, regional, local partnerships is key to funding transformative investments that connect housing, land use, and transportation.

We're also looking forward to the practitioner panel later this afternoon. We greatly appreciate the engagement and time of our regional and local partners. And what we know will be candid and fruitful dialogue to move our mutual goals forward.

We couldn't invite all of our regions to participate on the panel, but we hope that those from geographies organizations not represented on our panel will participate during public comment. We all benefit from hearing diverse perspectives.

Thank you all again for participating today.
And now I'm delighted to turn the microphone over to Chair Randolph of the California Air Resources Board for her opening remarks.

CARB CHAIR RANDOLPH: Thank you so much, Vice Chair Guardino, and the Commission for the introduction and for hosting us at today's meeting. And good morning to everyone who is here with us. I will take a moment to extend my congratulations to you for your appointment as Vice Chair of the Commission and also to the new Chair Lee Ann Eager for her recent appointment and welcome newly appointed Commission Jay Bradshaw. Looking forward to working with all of you.

As Vice Chair Guardino noted, today's meeting will highlight some of the challenges and opportunities in the State's efforts to promote equitable, resilient, and sustainable communities through thoughtful regional planning that expand having opportunities and reduces dependence on driving.

The agenda will highlight the many collaborative efforts between our agencies, other partner agencies, and regional and local governments. I'm particularly pleased to hear today's presentation of the Strategic Growth Council's AB 285 transportation assessment. This report's impressive scope helps us tie together all of California's State and regional transportation funding and planning.
frameworks, and including, as Secretary Omishakin mentioned, areas where they might misalign with State climate goals. So this work highlights the institutional barriers to regional agencies work of lowering greenhouse gas emissions through integrated land use and transportation planning. The on-the-ground consequences of those barriers are consistent with the draft findings from CARB's second SB 150 progress report, which CARB staff will present today.

SB 150 directs CARB to report on the implementation of Senate Bill 375, which is intended to foster the integrated planning needed to lower greenhouse gas emissions from light-duty trucks and cars. The first SB 150 report released in 2018, and our initial findings in the second report, consistently show that implementation is not happening at a rate that will achieve the expected reductions from the program. The consistent findings from those reports underscores the mounting challenges to aligning transportation funding and planning with our climate and our equity commitments, which the pandemic has compounded.

One clear outcome from CARB's analysis is that metropolitan planning organizations need resources to implement their Sustainable Communities Strategies. In response, the State established a Regional Early Action
Planning Grant of 2021 or REAP 2.0, which we will also hear about today. It dedicates $600 million to accelerate infill housing and promote sustainable communities. I look forward to hearing more details about this promising program from HCD during their presentation, including how our three agencies collaborated in its development.

I also look forward to the afternoon practitioner panel, as noted earlier, from regional, local, and government practitioners who will share their on-the-ground experience in planning for sustainable and resilient communities.

It's really important to hear the direct feedback from these critical partners. And so with that, I will pass it back to you, Vice Chair Guardino.

CTC VICE CHAIR GUARDINO: Thank you, Chair Randolph. We do have a very substantive and full agenda. As I mentioned earlier, unfortunately, HCD Director Gustavo Velasquez is under the weather today, but we are delighted that the Deputy Director of Fair Housing, Tyrone Buckley, can participate.

HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great. Can everyone hear me?

CTC VICE CHAIR GUARDINO: If you could use your parent voice and project just a little more, it will help
HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: I have one of those. Does that help?

CTC VICE CHAIR GUARDINO: Yes.

HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Great. Great. Okay. Good morning, everyone. I am Tyrone Buckley. I am Assistant Deputy Director of Fair Housing at the Department of Housing and Community Development stepping in, as mentioned, for Director Velasquez, who is taking care of his health. I'll try to fill his big shoes and relay a few of the thoughts that he wanted to make sure that were related to you today.

And I'll just say also Vice Chair Guardino, congratulations on your first in-person meeting. I am jealous and I hope to get there one day myself.

First, I'd like to acknowledge and express our appreciation that the California Transportation Commission and the California Air Resources Board have continued to be highly collaborative and productive partners with us as a partner. This coordination and collaboration remains vital to achieving California's goal for housing production, for transportation, for climate change, and air quality, which each present a complex puzzle. And as we'll see today, our agencies' respected missions often intersect making our partnerships even more important as
we work in the same sandbox.

Today's such discussion ties directly to HCD's work. Our Department recently went through an extensive effort to produce and establish and publish a statewide housing plan, which in addition to providing interactive data and story-telling about the state of housing in California, it also identifies three objectives to address the current housing crisis.

Objective 1 is keeping Californians in their homes. Objective 2 is produce more affordable and climate-smart housing. Objective 3 is continue to act with urgency to address homelessness and housing. The presentations that you will hear today are most deeply connected to Objective number 2 of the statewide housing plan, producing more affordable and climate-smart housing. Though producing affordable housing is our Department's mission, we seek to do so in a sustainable and equitable way.

Accelerating housing production in jobs-rich areas must be part of the solution, because reducing vehicle miles traveled has as much to do with the destinations as it does with conveyance between them. And housing density is essential to promoting ridership and creating successful public transportation systems.

Whether we are better connecting transportation
options to housing and jobs, or more efficiently locating housing near transit and amenities, we are dedicated to housing that provides long-term benefits to the climate and to all Californians.

As was mentioned a little bit earlier in other folks remarks, we'll hear a presentation today from our great staff, Marisa, from HCD, on the new Regional Early Action Planning Grant Program or REAP 2.0. That will put more than $500 million in funding to help regional organizations and their communities accelerate housing production, reduce their greenhouse gas emissions, and vehicle miles traveled through planning support. This program represents the interconnectivity of our work, as these grants help regions plan for and implement policies that reduce greenhouse gas emissions and vehicle miles traveled.

The location efficiency of housing is essential for these outcomes. Our Department has been working productively with the Office of Planning and Research, OPR, the Strategic Growth Council, and the California Air Resources Board to make funding available to MPOs planning and implementation activities to meet housing goals and reduction in vehicle miles traveled.

Together, we incorporated public comments from stakeholders and comment letters, as well as balance
program -- balanced our program goals with federal recovery funds.

Also, like Chair Randolph, I look forward to hearing from the Strategic Growth Council and the Air Resources Board on both the California transportation assessment and the progress report on sustainable communities implementation. Our Department has been closely monitoring these reports, along with a range of other agencies, and stakeholders because of the consistent interconnectivity of these issues and their alignment with our housing and climate goals. As such, HCD recognizes the importance of the progress report on California's sustainable communities implementation, and reiterates our commitment to support high density housing and housing production to accomplish the goals laid out in SB 375.

The same goes for aligning State transportation -- the state California Transportation Plan and regional transportation plans Sustainable Communities Strategies to achieve greenhouse gas reduction goals. These plans highlight the importance of working with not only our State agency partners, but with MPOs who need State support to implement these ambitious goals. This is one reason why our Department has been so focused on infill and transportation efficient housing production as a means of supporting both reports.
HCD moves forward this agenda in other ways as well. HCD oversees the Regional Housing Need Allocation process, better known as RHNA, and directly administers for rural counties. This includes administering new statutory directives in this planning tool in the 6th cycle of RHNA to promote infill development, protection of environmental and agricultural resources, growth near transit, reductions in greenhouse gases, and affirmatively furthering fair housing.

HCD also awarded its first Prohousing Designation to the City of Sacramento. Sacramento's designation included their policies and programs that not only accelerate housing production, but help to curb vehicle miles traveled and support our climate goals. For instance, Sacramento eliminated maximum density for mixed use projects. The City also eliminated parking requirements city-wide for ADU developments - that's accessory dwelling unit developments - and reduced parking requirements for affordable and senior housing, small lots, and for vertical mixed use developments.

They went above and beyond by offering incentives for higher density developments near transit by eliminating or reducing parking requirements. Sacramento adopted a policy for Enhanced Infrastructure Finance Districts, better known EIFDs, particularly in Aggie

Square, which is near my home in Sacramento that has a 20 percent set-aside for affordable housing.

So HCD also directly funds the housing and transportation improvements necessary to give more Californians living options closer to where they need to be every day. But as we all know and we'll talk about today, these investments by themselves fall short of the total need. To truly address California's affordable housing crisis and to truly bring down greenhouse gases from the transportation sector, we need more transformative change. And transformative change can't be done by a single agency. We recognize that and that's why we value the connection we're making today.

So I believe that these discussions are vital and I look forward to working with my colleagues at the Transportation Commission, and the Air Resources Board to help equitably move California forward.

Thank you.

CTC VICE CHAIR GUARDINO: Assistant Deputy Director Tyrone Buckley thank you for those opening remarks, Chair Randolph, thank you, as well, to Secretary Toks Omishakin. If we have any questions from those opening comments from any member of either of our boards, please signal now by either texting me or raising your hand.
Anyone remotely or in person?

Not seeing anyone. We want to make sure that members of the public also have an opportunity if they have any questions or comments from the opening remarks. Again to ensure that members of the public who wish to speak have an opportunity to do so after each agenda item today, we will do our best to provide that opportunity, but we will limit each comment to no more than three minutes. And if the list of speakers is longer than the time allocated, by direction of the Chair, we may bring that time down, but we'll always let you know in advance so that you can plan accordingly.

Is there any member of the public who would like to comment on our initial agenda item?

Justin?

CTC STAFF: Vice Chair Guardino, we do have public comments at this time. We have Kyle Heiskala.

Kyle, you're free to unmute yourself and comment.

CTC VICE CHAIR GUARDINO: Now, does the clock -- will the clock appear on the screen to assist on?

CTC CLERK REMEDIOS: Yes.

CTC VICE CHAIR GUARDINO: Great. Thank you, Doug.

CTC VICE CHAIR GUARDINO: Kyle, welcome. When you start speaking, the clock will start running. We
appreciate you joining us today.

KYLE HEISKALA: Good morning, Joint Tran -- California Transportation Commission, CARB, and HCD meeting. My name is Kyle Heiskala and I am climate justice policy advocate with Environmental Health Coalition.

I wanted to just start by saying that the latest climate science and reports from the IPCC have made it extremely clear, we are out of time. Across the globe, we need immediate and drastic cuts to greenhouse gas pollution at the source and without delay. Failure to do so is nothing short of gambling with the fate of humanity. We need bold and immediate departure from business as usual, especially one that embraces mass transit investments as one of the best solutions for the climate crisis.

With soaring gas prices, pain at the pump hurts low-income communities the hardest. We have -- there has never been a better time for the state to transition away from fossil fuel powered transportation and away from our reliance on cars by investing in transit and making the CTP 2050 and the CAPTI a reality.

In San Diego, 71 percent of jobs are not reachable by transit and 88 percent of San Diego County's low-income residents do not have access to fast and
frequent transit service. These statistics are mirrored across the state. Transportation emissions at 41 percent represent the largest source of California's emissions and they're increasing as vehicle miles traveled are going up. The housing affordability crisis is causing more workers and families to live farther away from job centers. And so we are at this pivotal turning point and you all, as the State regulatory agencies, have the opportunity to set California on the path to be a global leader in tackling the interconnected issues of climate change, transportation, and housing.

A coalition of over 20 environmental justice and public health organizations has called on CARB for a bold 2022 Scoping Plan that meets the urgency of this crisis by phasing out fossil fuels. And this strategy depends heavily on reducing vehicle miles traveled and it needs interagency collaboration from the CTC as well to implement this bold vision. EVs alone will not solve our climate goals or the problems of traffic congestion and high costs to own and operate cars.

Decarbonizing the state's transportation system is an opportunity for an equitable transition to increase access to opportunity. And sitting in traffic for two hours in an electric car won't improve our collective quality of life. EJ communities can be a model and San
Diego is setting the stage for leadership in this arena with the launch of a PRONTO Card last summer. We saw a 16 percent increase in transit. And from the last two weeks, a 45 percent increase year over year. And May 1st a youth opportunity pilot program is launching.

As advocates, we understand that no agency is responsible and we can work together to solve these challenges.

Thank you.

CTC VICE CHAIR GUARDINO: Kyle, thank you. Thank you so much for your thoughtful remarks and for participating remotely today.

Doug or Justin are there -- is there -- are there other members of the public who would like to speak.

CTC STAFF: I see no other public comment at this time.

CTC VICE CHAIR GUARDINO: Justin, thank you.

We that, we will move on to the second on our agenda, which are State perspectives on housing and transportation.

And I want to thank our two presenters today.

First, I'd like to introduce Egon Terplan, Senior Advisor for Economic development and Transportation at the Strategic Growth Council who will provide an overview of the Strategic Growth Council's newly released California
Transportation Assessment Report, which fulfills the requirement of Assembly Bill 285.

Our second presentation will be provided by Caitlin Greenway, the Air Pollution Specialist at the California Air Resources Board who will provide an overview of the Sustainable Communities draft progress report.

Egon.

EGON TERPLAN: Thank you very much Vice Chair Guardino. And can everybody hear me that's in the room. I'm speaking to you remotely.

CTC VICE CHAIR GUARDINO: We can hear you. Thank you.

EGON TERPLAN: Great. Thank you very much.

(Thereupon a slide presentation.)

EGON TERPLAN: It's a pleasure to be with you remotely. I wish I could be with you in person. Thank you Vice Chair and Chair Eager. Congratulations to both of you. Thank you Chair Randolph, Deputy Director -- Assistant Deputy Director Buckley and many others that are there. Very happy to give you an update on the AB 285 report. And you heard from Secretary Omishakin just a short while ago about the report and about the opportunity that it presents.

So I'm going to give you an update on it and
share some of the findings and potential areas of action. But most importantly, I really want to present this as an invitation to all of you to connect with us in the larger conversation that we are trying to put forth and the discussion of crafting solutions. One of what -- the ideas that we have learned from this process is that transportation is a system that is complex across many levels of government and environments that really requires partnership and trust building at all levels in order (inaudible) on solutions. And so with that, we can go to the second slide that we have here.

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EGON TERPLAN: We begin with -- we begin with an image -- one slide back here -- that is -- certainly this is not an image that reflects most of California, but it reflects a sentiment that transportation itself isn't -- isn't the end in and of itself. It's how we support a broad range of goals that we all have, how we access on a daily basis jobs, education, health, and recreation. And over the years, our expectations for our transportation system have shifted. An early focus, may be earlier this -- or last century, there was really a focus on building and designing infrastructure for mobility and economic growth.

And those still remain important. We also have a
broader set of responsibilities that we're trying to plan for with a multi-modal focus about promoting a healthy environment, vibrant economy, social equity. And so how we deliver transportation is important to achieve those outcomes, public health, access to affordable homes, managing our growth in a way that supports compact development. And in some ways, that idea is reflective of the three agencies gathered today to work jointly on solving these issues.

If we go to the next slide --

EGON TERPLAN: -- this gets into a little bit of what was this charge for AB 285 that the Strategic Growth Council was asked for. It was, in many ways, a look writ large at the entire transportation system in California, and how we sometimes describe it as unpeeling this complex onion that we're a part of, but really trying to understand the relationship between the many long-range plans that we have. We a State Transportation Plan, we have 18 metropolitan plans, the Sustainable Communities Strategies, and we have many funding programs at multiple levels of government. And is the collective vision that's put forth in the plan and the dollars that are put forth in those programs towards a series of projects, how are they advancing the common goals that we have set?
And we know that transportation, as I stated before, is trying to meet a series of goals and so how are we doing relative to that? And so that entire structure of the system had asked us, the Strategic Growth Council, to really put forth this report that was prepared by a University of California Institute of Transportation study. So a huge thank you to them, UC Davis, UCLA, UC Berkeley for the analytic work that they did. But it really then becomes upon all of us collectively to work on moving forth these ideas.

If we go to the next slide.

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EGON TERPLAN: So who is the Strategic Council? Some of you may be familiar with, but we are an institution that has seven agencies, and three public members. So Secretary Omishakin is a -- is a member of the Strategic Growth Council as are the Secretary levels of the agencies that are also involved here in today's conversation. And we reflect that perspective of a multi-issue approach to solving issues, in particular, looking at transportation from the perspective of public health and natural lands, land use writ large, support for agriculture and food, and a variety of other issues. And so that multi-issue approach is really endemic to how SGC approaches this work as well as reflective of today.
If we go to the next slide.

EGON TERPLAN: So where are we in this process and what was it? So we got given the assignment to put forth the -- to do the initial work. We hired UC ITS to prepare the analytic papers. Last summer, they did a significant amount of work, dozens of interviews across their different state, transportation and regional systems, many of you may have been spoken to by some of the researchers. And then we put forth a summary report to the State Legislature just a couple of months ago.

Now, that was the assignment. Vice Chair Guardino, I think you mentioned the sort of assignment that we were given, but that was really just, in a sense, the beginning of the process, that the most important part now is the shift to the conversation with all of you, and many other -- many others about what do we do about it? How do we move forward. How do we relate these ideas to what is important for local governments, local governments in various parts of the state, to the MPOs -- to the 18 Metropolitan Planning Organizations and the various sales tax authorities? And we have begun that communication with them. So this is an invitation not just to share your comments with us today, but also to invite us to come to some of the gatherings that you may have for those
conversations and we are happy to do so and have already begun planning this.

And we are then committed publicly to producing a summary of that engagement at some point, hopefully this summer, that really reflects what were some of the core issues that were looked upon, what are some of the potential actions, and what are some of the pros and cons associated with those.

I think it's our perspective that if we're very transparent about the issues and transparent about the opportunities, that's how we can move forward to find more alignment as we heard from the Secretary and more common ground.

If we go to the next slide, please.

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EGON TERPLAN: So I wanted today to share a little bit of some of the findings and then speak to briefly some of the core issues that we are looking at moving forward and next steps, before turning it over to my colleague Caitlin to speak about the SB 150 report. And I think we all know that transportation is one of the most significant investment programs across the state of California with over $30 billion spent roughly on an annual basis. And we are, as we've heard several times today, in a fortunate position of having new resources to
put into that system. And so in a sense, it's incumbent upon on us to make sure that the system as the -- as the funds flow through are really leading to projects and outcomes that are helping us meet the goals that we set, given the urgency of the challenges, the equity challenges that are long-standing and continue to be a challenge, the climate commitments we have made, and we are continuing to move forward on meeting.

So if we got to the next slide here --

EGON TERPLAN: -- I think we are clear, and many -- many -- certainly our CARB colleagues and many others recognize that transportation in and of itself is the single largest contributor to greenhouse gas emissions in California, roughly half of all emissions when we include the refining, in addition to the vehicles and fuels.

And we also -- I think the speaker just before spoke to this that while technology changes are critical to meeting our climate commitments, technology alone is insufficient, and actually reducing driving becomes a core part, how we have to meet those climate commitments. But also what we saw in a lot of the research that reducing driving is also critical to meet other goals in terms of housing affordability. The cost of housing and
transportation in a combined way is one of the challenges many people are facing.

The protection of natural and working lands is another critical issue that reducing driving is a part of. But also, we recognize that automobility and the investment in automobility alone isn't solving some of the core issues people face daily, whether it's congestion, as well as the maintenance cost of our overall road system. So really tackling this question of how do we get around providing people with alternatives to the automobile being the core necessary vehicle for each trip becomes incumbent upon each of us. And, yes, we have to design solutions that fit our respective communities.

But what we've seen in the research, the first finding from -- coming out of the researchers was that we have a vision to do all the things I just said to meet our climate commitments, to expand access to housing affordability. However, there's a gap between that vision and the dollars that we're spending. And in part there were a number of programs that we were asked to look at or the researchers were to asked to look at that are really about advancing climate and equity goals, but were only about two percent of spending writ large. So there's a lot of opportunity to really think about the dollars that we have moving us as quickly as we need to in the
direction we're trying to go. So that's really one of the
first findings we heard.

If we go to the next slide.

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EGON TERPLAN: The second component of this is --
is looking at that transportation plan itself. And we
have a State Transportation Plan. It's very
comprehensive. It looks long term. It has a series of
eight goals as identified here. However, it's not being
used as much to shape funding decisions and policy
decisions.

And so it begs the question how can this plan
itself be one that we -- that gets put into practice? How
does it relate to the regional plans that are already out
there and something we have heard from a lot of the
regional agencies themselves is they have to put plans
that are fiscally constrained, where they identify the
reasonable resources they have to meet the plans, but the
State is not under the same sort obligation with its
transportation plan. Does that lead to a suggestion that
we ought to rethink how that plan is structured? Should
the plan itself have some series of implementing actions
or identification of top projects that really would move
forward the advancement of those goals.

So that's an example of how some of the ideas can
move forward. But that California Transportation Plan
itself does remain an extremely important document to
reflect that long-range vision.

If we go to the next slide here.

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EGON TERPLAN: This is actually a slightly
updated chart from what was included in the summary report
prepared by the researchers at UCLA. And this is trying
to big picture look at where do we spend our dollars in
transportation in California? And I think big picture
what we see is where it's about $30 billion, but about
half of it is local. And I think for any -- many of you
are very aware of this, but when we think about it,
where -- where are the dollars coming from? The State
dollars you can see are much more involved in highway than
transit. Much of the transit funding is coming at the
local level.

And, in fact, the researchers looked through.
And if you add up all the various sales tax measures
across California, many of them have significant transit
funding in them. That's the largest quote/unquote single
transportation program in California, over six and a half
billion on an annual basis.

So we have a system with dollars coming from many
different levels. And CAPTI, as we've heard about today,
was an attempt to really align the State funding with better meeting climate outcomes and goals. There are other State controlled funds that are listed here that were not included as part of CAPTI. And as well, there are many other sources of funding in transportation all across the State that are also not subject to CAPTI. So we've gotten the question of how does CAPTI relate to AB 285. And this is part of it. What AB 285 is looking at a larger scale of transportation investments.

If we go to the next slide.

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EGON TERPLAN: What we were also then really asked to do was what is the role of the Metropolitan Planning Organization? And speaking personally as someone that spent much more of my career working at the regional level than the State level, I think it's extremely important for all of us to see our -- the regional institutions, the Metropolitan Planning Organizations, as the partner to the State, but also much closer to the ground, much more understanding of the distinct needs of the communities. Where will the best bus line be that's going to really get people onto it successfully in each respective region.

Chair -- Chair Eager looking at you and thinking of, you know, Blackstone corridor in Fresno, or other
places. That level of much more local knowledge is, in part, why the MPO is a core partner working with local governments, envisioning that long range land use plan, and the set of transportation investments that get us to the climate goals, that get us to the housing.

However, the challenge that was identified is that the metropolitan planning organization may not have all the levers and tools to accomplish the goals set forth in their plan. Their plan has to meet a GHG goal, but not necessarily other levels of government connected to the implementation of that plan.

So we have a gap between the vision of the plan and the implementation of it. And this second line here you see on this slide that the MPOs have no choice but to bank on State and local action to implement the plans. And I think we're going to hear more about this in the afternoon from some of the regional governments. Just as an example, Sacramento, SACOG listed here, their Green Means Go initiative is very much the notion of how do you unlock and advance infill development as a land use strategy that's a core way to achieve the greenhouse gas goal in the regional plan. But in order to do so requires additional State investment.

And so to jump ahead, kind of -- the idea of REAP 2.0 is part of filling that gap. REAP 2.0 is part of an
idea to how -- how to make that happen. But I think across the board that we see too few tools and too little investment in helping implement the plans. So that was really a core finding of this work.

If we go to the next slide here.

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EGON TERPLAN: Another core finding looking at the regional plans was actually where the dollar is going writ large. And I recognize that there are many MPOs that look at this and feel like this is not necessarily a fair reflection of the overall emphasis, but the dollars added up across the regional transportation plans do show that a majority of the funds are going towards investment in roads. Now, we have broken this out to show the distinction between new capacity, and maintenance and operation, because it's extremely important to look at those differences. And can you those vary across the various -- the various regions in the state.

I will say we have also heard a comment that in the road investment, this may be obscuring some of the dollars that are spent on a -- on a complete street, on a road that includes bike lanes. And so some of the active transportation dollars may be in roadways. Those are all fair comments and please continue sending those to us. I will speak on behalf of the researchers that there is a
challenge to produce this information in a way that's helpful for the public. And I think that it is not consistent across all our regions how it's put forth. And that might be one area that we can collectively look at how can information be reported in a way that's truly clear. But it does speak to the fact that many of the dollars embedded in the long-range plans do include capacity expansion and that capacity expansion is going to increase greenhouse gas emissions, which does move us away from our climate commitments. And so that's sort of a core notion that's embedded in this.

And then finally, from the findings -- next slide, please.

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EGON TERPLAN: Finally from the findings perspective, what -- there is a lot of progress and a lot of opportunity. And we don't have listed here all the various MPOs and the great work that's happening there, but there is evidence of work to align. And CAPTI, as we've heard, is a very important State perspective on what does alignment look like? And that is about a portion of the funds, as we saw from the prior slide. There were also examples of regional plans that are really trying to align their dollars with growth vision.

And San Diego that's listed here has an
identification of five big moves. And they've really
looked at what are the opportunities to move people
differently across the San Diego region, and actually have
brought an employment focus and from a land use
perspective to the housing.

And I think Assistant Director Buckley, you spoke
about this as well and the importance of destination. We
have to think about not just where people live, but where
they are traveling to, and so the location of work, the
location of health care, education, other destinations is
going to be the core piece that shapes our travel
decision.

So a lot of the regions are trying to go at that.
We also have a series of State programs that are trying to
line many goals. The Strategic Growth Council has the
Affordable Housing Sustainable Communities, the
Transformative Climate Communities Program, and many other
acronyms that I won't get into. But those are really
trying to be bottom-up efforts that put equity at the
center, put community voice at the center, but really try
to connect across where we build, where we invest in our
infrastructure and how people can get around with other
options.

And so these examples -- and I would also kind of
end with it at a kind of bigger picture level, the State's
investment and commitment to high-speed rail across California is a very big picture notion of how to do that, of really how to provide the backbone of a different way to travel up and down the state, that then unlocks other transformative transit investments and ways to get around each community. And I think that's part of it. And I know Chair Eager, we've spoken about this before within the Central Valley that if we really want to imagine a different way of traveling and a different way of growing, having rail at the core of communities and then other transit investments then unlocks the infill within those places that will reduce the greenhouse emissions.

And I think that kind of multi-level thinking and system is what is happening, and thinking about. But the sort of punch line as it were is that not enough progress is happening on implementation. And so to kind of -- let me close with the sort of five issue areas that we've been -- we are looking at.

We can go to the next slide.

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EGON TERPLAN: And we'll go through these quickly, because I know we're a little behind. We've identified five issue areas where the Strategic Growth Council and other State agencies want to partner with stakeholders to develop recommendations. And these -- the
Secretary mentioned these earlier. So the first one, if we go to the next slide --

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EGON TERPLAN: -- is around aligning our existing funding programs with the State goals. So some of our big sources of funding investment in state of California don't necessarily have climate and equity in core parts of what those programs are trying to accomplish. Can we rethink that? Should we look at that? Should we look at some of the programs that we were asked to look at in AB 285 in particular that are a small source of State investment? Should that investment be expanded? Should those be combined into larger programs? I think an opportunity of how do we advance State goals through the delivery of our funding programs is one big area of work.

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EGON TERPLAN: The second kind of issue area that we've looked at, and I spoke to this before, is how do we do a better job of aligning between our various planning programs and our planning systems. So we have a California Transportation Plan. Caltrans also has a series of other modal plans. Some of this list individual projects. Some of them don't. And AB 285 asked us to look at the California Transportation Plan. I think what
we've understood is that it presents a vision that's quite strong, but it doesn't have this core implementation element. And because it doesn't have a fiscal analysis, we don't identify the gap between what the vision that it's put forth, and the dollars, and the policy structures we currently have.

And that could help inform the public of identifying that gap. And so that's again another area of work that we are inviting comment on.

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EGON TERPLAN: The third area of work is the questions of looking at -- at project pipeline. And I think we heard also Secretary Omishakin speak to this well, this idea that we have -- we -- it takes a long time to go from visioning -- envisioning projects to actually building them. And over that time frame, we may come up with other ways to solve the initial problem that was identified, whether it was a congestion problem in a particular place, perhaps it could be solved with a bus-only lane. Perhaps it could be solved with a complete street investment adjacent to the highway. Perhaps it could be solved with a land use change, so that -- to have access to more opportunities in their surrounding areas.

So that idea of reevaluation the pipeline then
becomes a question of where in the pipeline are you looking at it. And I think we're very excited for engaging in that. But this really also came out of the research and the opportunity of rethinking that especially now with a significant amount of investment coming forward.

Next slide as well.

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EGON TERPLAN: Fourth, and, then I'll be at the fifth in just a moment, is the question of the institutions that we have across California, that we have a complex set of institutions. And in many ways what's wonderful about California is allo the local investment and the sales tax authorities and the self help counties to try to solve local issues.

There are also a number of State agencies involved in transportation spending. Of course, some are here in this room. The Strategic Growth Council has transportation programs, Air Resources Board. And so to the public, there might be a sense of we need to solve issues, but there's quite a number of institutions working on it, and the funding can be -- is decentralized to an extent. And so it's a question of is it worth looking at that structure and the various relationships among those institutions to see if we can deliver better for the
public.

And then finally, five -- our fifth issue area, if we go to the next slide.

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EGON TERPLAN: The final one is really leaning into this question of the Metropolitan Planning Organization. And I -- and I spoke to this before, but this really speaks to the notion that we in California -- this is a cliché at it were, but it's a very large state that is -- it's to effectively implement this work requires action at the metropolitan scale. That's where so many of the systems of travel and housing affordability and employment opportunities sit. And much of my work in -- since I've been at the State has been thinking about that. And we are doing a significant amount of work on the Community Economic Resilience Fund and trying to promote economic diversification at the regional level. As well, here in this transportation conversation, it also has to be regional, because that's where a lot of the systems are in place in the mobility options. But the institution, the Metropolitan Planning Organization, made need more tools to move forward and be successful in implementing that work.

And so just as a -- to end with an idea around kind of housing in particular, the Sustainable Communities
Strategy envisions how much housing needs to be built to meet the climate goals of the region. But the MPO itself is not in a position to deliver a significant amount of that housing. And it relies on actions very much at the local level. But as we move forward and we hear about REAP 2.0 shortly, what are the ways that that regional institution can be strengthened to help unlock the infill that's in those communities -- unlock the infill that's expected as part of the regional transportation plan and the Sustainable Communities Strategy.

So those are five areas. There's a lot of potential work underneath those and we recognize a kind of a significant amount of effort.

If we go to the final slide here --

EGON TERPLAN: -- what we just wanted to share forth is that we took very seriously this assignment of looking across the system and really trying to say where can we collectively work on some of these. And those five issues areas are, one, that we are beginning to speak with people about. We invite many of you. We have heard from local government leaders, and sales tax entities, advocates at various levels, and continue to look forward on that. We are going to have a public webinar in a
couple of weeks speaking to that.

I and others would be happy to speak with your organizations going forward because this is only work that we're going to successfully get to in partnerships with all of you.

So I'll close with that. Thank you very much for your time. Look forward to questions and pass it along to my colleague Caitlin at ARB.

CTC VICE CHAIR GUARDINO: Egon Terplan, thank you. As always, well presented and substantive.

And now we would welcome a presentation by Caitlin Greenway, Air Pollution Specialist for the California Air Resources Board.

Caitlin.

(Thereupon a slide presentation.)

CARB AIR POLLUTION SPECIALIST GREENWAY: Oh, great. You can hear now?

All right. Just checking.

All right. Good morning. My name is Caitlin Greenway. And today, I'll be presenting initial findings from CARB's draft 2022 progress report on SB 375 implementation.

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CARB AIR POLLUTION SPECIALIST GREENWAY: In 2008,
the State Legislature passed AB 375, which tasked California's 18 Metropolitan Planning Organizations, also known as MPOs, to develop Sustainable Communities Strategies, or SCSs, with the regional transportation plans. These plans include strategies to meet greenhouse gas, or GHG, emission reduction targets set by CARB. They support development of sustainable communities in each region, by focusing on providing housing closer to jobs, and other key destinations, and supporting transit and active transportation options.

SB 375 is a key part of a broader suite of state land use and transportation initiatives that are needed to meet state climate goals. And despite the aggressive work California is doing on vehicle technology and low carbon fuels, advancing vehicle electrification alone is not enough to get to carbon neutrality.

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CARB AIR POLLUTION SPECIALIST GREENWAY: SB 150 requires CARB to prepare a report to the Legislature assessing progress made by each MPO in meeting our targets. Today, we're presenting initial findings from the 2022 progress report. Later this month, we'll publish a draft report for public review and comment. And today's presentation is an opportunity to hear a preview of our
findings and provide comments.

To develop this report, CARB staff analyzed data for over two dozen indicators to help tell a more complete story regarding SCS implementation. Our focus was on the available data up to 2019. So in most cases we're talking about trends prior to the pandemic. CARB also interviewed key stakeholders, conducted polling, and held a public workshop to identify changes to regional strategies, implementation challenges, as well as opportunities for further action. Achieving the regional targets, the objectives of the SB 375 Program, and ultimately the State's climate, air quality, and public health goals requires implementation of the adopted SCSs.

A key theme you'll hear throughout this presentation, and in the draft report, is that we, the collective we, the State, regional, and local governments, need to work in partnership to take additional action to support implementation of these adopted plans.

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CARB AIR POLLUTION SPECIALIST GREENWAY: Let's turn now to talk about what the data show. Over the next few slides, I'll highlight some findings regarding travel patterns, growth patterns, and housing. These metrics provide an indication of what's occurring to effect
vehicle miles traveled, or VMT, and greenhouse gas emissions.

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CARB AIR POLLUTION SPECIALIST GREENWAY:

California is not meeting the SB 375 greenhouse gas emission reduction targets. As this slide shows, the statewide per capita GHG emissions for passenger vehicles and passenger vehicle travel per person, or VMT per capita, continue to increase. Reducing emissions from person vehicle travel has proved challenging for nearly all regions across the state, with 2019 data indicating nearly all regions were not on track to meet their 2020 targets.

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CARB AIR POLLUTION SPECIALIST GREENWAY: So to understand more about what has happened and give us some more insights into some of the whys, we reviewed data on people's travel choices and the options they had available. Results show Californians continued to drive as their primary mode of travel. And at the same time, the relatively small percentage of people who take transit, walk, and bike to work is decreasing.

CARB observed exceptions to this trend in the Bay...
Area, San Diego, Monterey Bay, Santa Barbara, and San Luis Obispo regions. The trends in road building and vehicle ownership reflect an increase in driving, and the data indicate both are continuing to grow.

Looking at transit, trends in transit ridership in most MPO regions decreased with a sharp decline in all regions due to the pandemic. While transit service remains steady or growing in most regions, transit boarding numbers in most MPO regions decreased.

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CARB AIR POLLUTION SPECIALIST GREENWAY: However, some of the trends are moving in the right direction. One way to reduce the need to drive long distances is to build homes, jobs, and other key destinations closer together. CARB staff reviewed nearly newly developed acres per resident, agricultural land loss to development, and acres of land conserved for open space to access whether or not land use development patterns were becoming more compact.

Overall, CARB found that growth became more compact since 2005, although rural regions generally less compact than more urbanized regions. The Bay Area, Sacramento, Southern California, and San Diego regions have increased their compactness substantially, while the
San Joaquin Valley MPO regions have become less compact.

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CARB AIR POLLUTION SPECIALIST GREENWAY: So despite more compact development patterns, most residents do not yet enjoy good accessibility to key destinations. When people live closer to key destinations, they don't need to travel as far and they may not need to use a vehicle for as many trips.

New to this report cycle, CARB staff measured the percent of people who currently have access to four key destinations, the nearest park open space, educational facility, transit stop, and grocery store within 15 minutes by walking.

This is not only important to make it convenient to drive less, but it's crucial to supporting quality of life, health, and economic opportunities for people who do not drive or have a car.

Less than half of the population in every region can access these destinations with 15 minutes by walking. For most MPOs access to transit stops is highest among all four key destinations. But on the other hand, in most cases, grocery stores typically had least access.

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CARB AIR POLLUTION SPECIALIST GREENWAY: At the last joint meeting, staff from CARB, HCD, and CTC spoke about working together due to shared recognition that the housing crisis, climate crisis, and long history of racial injustice are entwined and must be address together.

When people cannot find homes they can afford, they must drive longer distances. This is not -- this not only impacts traffic and climate, it significantly impacts health, well-being and household budgets by -- of many Californians in ways that continue racially unjust outcomes.

CARB staff reviewed the latest housing data to assess what types of housing are being built and see how well regions are meeting housing need in priority growth areas. Housing construction is not keeping pace with need. The number of very low and low income housing projects being permitted and built is especially low in all MPO regions. On the positive side, in most urban regions, permit data shows movement trends toward more compact residential development due to growth in attached, multi-family, and accessory dwelling units. And exceptions to this are in the Sacramento-San Joaquin Valley and Monterey regions where more single-family homes are being built. In the northern regions of Butte Sha -- and Shasta, we see unique cases with declines in total

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housing units, primarily due to wildfires.

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CARB AIR POLLUTION SPECIALIST GREENWAY: Now, I'm going to switch gears to talk policy. So based on the results, although there are some positive signs, trends are generally moving in the wrong direction. Over the next few slides, I'll share more about the major strategies in SCSs, and the challenges and opportunities to further support SCS implementation.

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CARB AIR POLLUTION SPECIALIST GREENWAY: Today, MPOs have either adopted or are currently developing the third SCS, and for many, their first SCS subject to the new targets adopted by CARB in 2018.

The four major MPO regions have recently adopted SCSs and include key strategies like that facilitating infill development to accelerate housing in places that support lower vehicle travel, authorizing transportation pricing strategies to raise revenue to expand travel choices and manage travel demand, and focusing investments to support transit and active transportation.

Not many of the SCSs in the San Joaquin Valley or northern and coastal MPOs have been updated yet. But with
the exception of pricing, the strategies in those SCSs are expected to be similar. To implement these SCSs, we need State action to authorize funds and establish supporting policies. We also need regional change-makers to initiate partnerships and encourage locals to align and accelerate good projects. And ultimately, we need local government to align their plans and projects with strategies in the SCSs.

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CARB AIR POLLUTION SPECIALIST GREENWAY: All SCSs include strategies to guide growth into regionally identified priority areas. There are many existing challenges to accelerating infill. Potential infill development sites often remain vacant or underutilized because local jurisdictions, particularly since redevelopment ended, don't have the fiscal capacity to provide upgrades necessary to make sites development ready. Also, local politics continue to make well-resourced neighborhoods inaccessible to new development.

At the same time, tools are needed to address growth in existing rural communities in ways that bring daily needs closer to where people already live and access regional opportunities.
The Governor recently identified housing as a critical piece in the State climate strategy in the January budget. Focused coordination at the intersection of housing and climate is a really important start to ensuring that these opportunities get implemented and leveraged. Some regions have taken the initiative to help encourage locals to align development with the SCS and accelerate good projects. For example, one way MTC and ABAG is supporting housing need in their region was to establish the first regional housing finance authority to help address affordable housing and housing stability. And SCAG's developed a data tool to help provide housing information to support local jurisdiction's housing element updates. We'd like to see more regions undertaking these types of efforts to support and encourage local governments to take actions that support SCSs.

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CARB AIR POLLUTION SPECIALIST GREENWAY: The SCSs in the four major MPO regions all include Transportation pricing strategies. Pricing strategies vary, but include strategies for road user fees for mile drive -- miles driven in a region, cordon fees for operating vehicles in designated areas, parking fees, fees for ride-hailing
services like Lyft and Uber, and dynamic fees on highway lanes to manage congestion and prioritize transit and pooling.

In addition to enabling GHG reductions, pricing strategies generate revenue to invest in transit and active transportation projects. This data has a number of existing efforts to advance pricing, building off findings from the California Road Charge Pilot Program and convening the Road Charge Technical Advisory Committee.

Regions are also working to study regional pricing strategies. Leadership by the State is essential to authorizing and implementing these tools and must -- and work must be accelerated in time to implement these strategies by 2030, as reflected in the SCS plans.

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CARB AIR POLLUTION SPECIALIST GREENWAY: So pricing alone is unlikely to fully address the need to reduce VMT. We also need to continue investments in sustainable transportation options. The State regions and locals must reimagine and reprioritize investments away from projects that increase driving and towards projects that support transit and active transportation.

In particular, we need investments in transit experience so that it becomes convenient and cost
competitive to driving, as well as investments in safe and reliable first/last mile travel options, which are critical to implementing a transit system for all.

Some regions have also initiated efforts to better align transportation and climate goals. SACOG has begun a pilot to prioritize local transportation projects in the region that includes consideration of SCS goals. And valley MPOs are taking steps to reimagine transit service in ways that better serve community needs through new mobility programs like Miocar share and VanGo.

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CARB AIR POLLUTION SPECIALIST GREENWAY: So the good news is that there are several promising important workstreams underway at the State level that seek to improve alignment between the state's climate goals and regional housing, transportation, and equity needs to support SCS implementation.

As shown here, efforts like the State's Climate Action Plan for Transportation Infrastructure, the AB 285 research and policy recommendations, and the California Transportation Plan all identify important actions. In addition, through REAP 2.0, the California Department of Housing and Community Development in collaboration with CARB and other State agency partners are working together
to expand investments that help implement regional plans. This SB 150 progress report and CARB's forthcoming 2022 Scoping Plan update, also highlight policy opportunities to reduce VMT and support the goals of the SCS. These efforts represent crucial opportunities for partnership and further supporting SCS implementation.

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CARB AIR POLLUTION SPECIALIST GREENWAY: So to ensure SCS plans get implemented, bolder action and partnership is needed. California is at a defining moment. Meeting the state's carbon neutrality goal will require full implementation of SCSs and other strategies that support sustainable communities. However, the current toolbox is not sufficient to support implementation with measurable results, and time is running out to get the tools -- the needed tools in place. There is a need for immediate State leadership, partnership, and action across all levels of government to accomplish this.

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CARB AIR POLLUTION SPECIALIST GREENWAY: So before concluding, I'll share some next steps for completing the 2022 progress report. At the end of this
month, we're anticipating releasing a draft for public comment. We'll then incorporate comments and bring forward a final draft this summer to meet the fall deadline.

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CARB AIR POLLUTION SPECIALIST GREENWAY: For those interested in viewing the draft report later this month, we'll plan to send out a notification of posting on our website through our sustainable communities listserv. And for those who are not already connected with us, we invite you to please reach out to us at sustainablecommunities@arb.ca.gov.

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CARB AIR POLLUTION SPECIALIST GREENWAY: So one question we've been posing to MPOs and other stakeholders, and one we'd like to tee up for everyone today concerns what actions would you suggest the State undertake to support implementation of the SCSs? What would you like to see happen? What opportunities do you think can be taken advantage of?

    And with that, I'll conclude. Thank you.

CTC VICE CHAIR GUARDINO: Caitlin Greenway, that was outstanding. Thank you so much. Good information
there that we can now hear from people on the dais as well
as the public, both in person and remotely. I would ask
for the folks on the dais physically with us today to
please raise your hands. We're going to hear first from
our colleague Michele Martinez and then Hector De La
Torre. Hector, I like your style with the vertical. Feel
free to do that, because it is hard to see everyone. Then
third Dan Sperling.

Oh, thank you. And if you want to do as well,
that would be terrific. Thank you.

Michele Martinez.

CTC COMMISSIONER MARTINEZ: Thank you, Vice
Chair. And thank you Caitlin for the presentation. I
want to speak specifically on the SCS and specifically on
the role of MPOs. And so I would say 13 years ago, I
served for 10 years on the Southern California Association
of Governments and also served as President. And so as
the SCS came about, one of the questions that we all asked
as change agent leaders was how were we going to be able
to accomplish those goals when we don't have the authority
of land use, zoning. And we knew that we would not be
able to reduce greenhouse gas emissions at the levels that
they were asking us to.

And those conversations were not just had with
SCAG, as the MPO back then, it was had with various -- the
various MPOs that are here in California. I think it's imperative as we move forward and we have these plans when we're talking about transportation, when we're talking about how the -- in nature, it should be regional, but when you don't give MPOs the authority and/or -- or the opportunity to really mandate local government to do its job, here we are.

And so the questions that I would ask, as we move forward just beyond -- and I think it's important that we're asking these questions, because we can sit here and dialogue, and get knowledge, but knowing that there's -- you know, is an opportunity to look at these feedback loops that we're not meeting our targets. So what does -- what do we need to do to move forward to help these MPOs accomplish these goals? Obviously, we can't do it alone us up here, as we sit on these various boards or the State Legislature, or local government. The reality is that if we're going to move forward, are we going to give the authority to the MPOs to do their job, and if not, what are those next steps?

We can go head and say that we want to reduce VMT, that electrical vehicles are -- is not going to, you know, help us reduce our greenhouse gas emissions. We have to look at our land use. We have to look at our zoning. But when the full authority of land use and
zoning falls on local government, you know -- I will share
with you that when we have these discussions at the MPOs,
local government says, well, okay, well, you can't force
us to do X, Y, and Z. And I -- and I served on the city
council for 12 years. And rightfully so, we have that
power.

So the State couldn't force us to do it. SCAG
couldn't force us to do it. And obviously, that's where
we're at, you know. And now we're going through our
housing element and what are cities doing, what are
counties doing? They're suing, right, because we don't --
we don't give folks the opportunity and other tools to
accomplish these goals to reduce VMT. We're not going to
move the ball forward.

And so I would hope as we continue these
conversations that we do look at the root causes of the
problem. I support CAPTI. I support us acting in regards
to climate. But at the end of the day, it's not just
about land use and zoning. It's not just about ensuring
that we give MPOs authority, but let's look at our social
economic system. Who are we building for and why?

Because it always come down to our social
economic systems and we don't have that discussion.
Because when we're asking who we're building for, we
really want to focus on our well-being. We don't measure
well-being. We measure our GDP. And our GDP progress
does not measure our well-being and how we want to move
California forward.

AND that's a question that we should be all
asking ourselves. Who are we building for and what are we
really trying to measure? And we're trying to measure
well-being. GDP is not going to do that for us.

Thank you.

CTC VICE CHAIR GUARDINO: Commissioner Martinez,
thank you. And we have at least seven Commissioners or
CARB Board members who would like to speak, or ask a
question, or both. We'll get to everyone and we also
already have numerous cards from the public as well.

We're going to do our best to hear everyone and
still break for lunch right at around noontime.

Hector De La Torre.

CARB BOARD MEMBER DE LA TORRE: Thank you. I
have one question for CTC and one for Housing and
Community Development.

On the AB 285 report, it shows clearly a
misalignment between our transportation investments and
our climate goals. There's a number of recommendations in
the report that do not require legislative initiative.
It's authority that's already there. So for CTC, do you
see any of those recommendations being workable, doable,
that we can do relatively quickly and how can CARB help in
doi ng those that are -- they're recommended, don't require
legislation, and so how can we move ahead with those?

For the Housing and Community Development on the
SB 150 report, again same thing, kind of what Commissioner
Martinez just said about the misalignment with VMT and the
RHNA, regional housing needs assessment, process and cycle
that we're in, is there an opportunity to collaborate on
the RHNA process and our Sustainable Communities
Strategies to try to sync those two up better. And again,
you know, how can CARB help there?

So I want to -- they're very kind of focused
action items. You all know I've been saying this since we
started meeting together. I want to see us do more action
items here between the two entities -- or the three
entities with Housing and Community Development.

Thank you.

CTC VICE CHAIR GUARDINO: Mitch, would you like
to respond on AB 285?

CTC EXECUTIVE DIRECTOR WEISS: Yeah, sure. I'll
just mention real quickly. One of the key things we're
doing relative to this is incorporating CAPTI into our SB
1 competitive programs. And we're in the process right
now to do that. But there are some significant hurdles
that are -- that are beyond what are our capabilities.
Most of the State funds that the Commission allocates are restricted by Article 19. And so we have very little flexibility there. And I think that's kind of a -- the biggest thing we're struggling with. And then -- well, I wouldn't say struggle with. That's clearly the intent of the people of California, so that's just the situation we have.

I would point out also our SB 1 -- even our SB 1 committed programs, which were created after SB 375, all have specific goals, some of which include things like adding -- adding not necessarily general purpose lanes, but the toll lanes, which perhaps may not be as viewed by some as an alignment. And so those -- those bills were all passed. And so we're following that statutory requirement.

So we're doing everything we can within the statutory constraints we have now. I think there are a number of questions that we have related to the report and kind of how -- what the next steps are. And if you don't mind, I'll wait till after people answer questions and then if they haven't come up, I'll go ahead and answer them.

CTC VICE CHAIR GUARDINO: And for the question to HCD, is Mr. Buckley still participating online?

HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: Yes, I
am. Can you hear me?

CTC VICE CHAIR GUARDINO: Yes, we can. Thank you.

HCD ASSISTANT DEPUTY DIRECTOR BUCKLEY: I would just add that we are engaging in a process of re-examining RHNA through the long-term RHNA reform project that we've been working on. This is something that comes out of the budget from a few years ago that has us as a Department in partnership with the Department of -- with, I'm sorry, the Office of -- OPR -- of Planning and Research, and coming up with a stakeholder engagement process to get feedback on the RHNA process and look for improvements.

And I think some of the issues that were discussed in the comments today could be things that can be discussed in that pro -- in that process. So please reach out to me and we can get folks tied into the long-term RHNA reform process, which would be a place to answer some of these questions.

CTC VICE CHAIR GUARDINO: Tyrone, thank you.

We're next going to hear from Dan Sperling.

CARB BOARD MEMBER SPERLING: Thank you very much.

I think -- I mean, many of us that have been involved in these questions for literally decades know this is really hard what we're talking about. As Commissioner Martinez said, there's issues about who has authority to do what.
We -- also, the question of even coming up with a metric about what we're trying to achieve, converting these, you know, vague goals, operate -- operationalize them into metrics is a really important thing to do. And even that, we haven't really done, as Commissioner Martinez also said -- you know, even -- you know, and so this is not official CARB position here, but, you know, VMT -- you know, reducing VMT is probably -- given our history is probably not a useful goal. You know, we have -- there's parts of it we want to increase accessibility and mobility for some groups. We want to increase utilization of vehicle, including increasing load factors and so on. So I think that we -- you know, that's just one example. You know we should be converting, you know, that vague idea into some more specific metrics, and programs, and initiatives.

So, you know -- and I listened to these presentations we just had, and there were lots of great thoughts, but they're all vague. And, you know, words like "aligning" and "partnering", I mean, we've been using these, you know, forever. I get -- maybe I've been on the Board too long or...

(Laughter.)

CARB BOARD MEMBER SPERLING: And so, you know, even including the SGC report, which my friend and
colleague Professor Betty Deakin was the lead author on. It didn't actually come up with any specific action. So my fellow Board Member Hector De La Torre I think nailed it. And I think if we're going to continue these meetings, I would strongly urge that we be much more action oriented and focused. And so we come up -- so I'm going to suggest that, you know, we create some subcommittees of staff, and it could include some of Board Members and Commissioners, come up with a strawperson list of actions that different agencies, including the Legislature -- actions of Legislature could or should take. It's not necessarily endorsing all of them, but let's at least start coming up with this, and all of us can work from that.

Otherwise, we're just talking. And we've been talking a lot. And, you know, these meetings -- even these meetings we've been talking a lot for several years now.

So that's kind of my suggestion. And I think that would be a way of both focusing these meetings, but also focusing our staff, and our Boards, and Commission -- and Commission Members going forward.

Thank you.

And that was -- by the way, that was not endorsed by upper management. That is a -- as my -- our former
Chair used to say, oh, that's Professor Sperling talking again, but -- but I -- so that's my proposal.

CTC VICE CHAIR GUARDINO: Dan, thank you. And I think there are many who share that point of view. If we're going to come together, let's come together around an agenda that we work on between meetings and move so (inaudible). So thank you again.

Darnell Grisby, Commissioner.

CTC COMMISSIONER GRISBY: Thank you, Vice Chair. My question is really around the AB 285 report, particularly Issue 3 that was addressed around the pipeline reevaluation. I think it's clear that we do not look at projects in the pipeline and evaluate them based on our current priorities of the state. So I'm really interested in what concrete steps we can take to look at that pipeline, if there's any ideas around that, as well as any efforts or current thinking in the administration to address that.

Thank you.

CTC VICE CHAIR GUARDINO: Commissioner, Grisby thank you.

Dr. Joseph Lyou.

CTC COMMISSIONER LYOU: Thank you, Mr. Vice Chair.

CTC VICE CHAIR GUARDINO: Commissioner Grisby,
did you want to direct that to --

    CTC COMMISSIONER GRISBY: To Egon.

    CTC VICE CHAIR GUARDINO: Oh, great. Egon, would you mind.

    EGON TERPLAN: Oh, to address it, thank -- yeah, thank you so much, Commissioner Grisby and maybe to build on -- on the question from before of -- this sort of challenge of the vagueness of the kind of discussion and recommendations. I think part of it I was actually going to speak to the notion of reevaluating project pipeline is a specific idea. The devil of course is in the specific details of how to do that.

    And so this is actually one where we heard from the Secretary before that there is a process going on within the Agency to really think about that. And so I'll just elevate that I think that coming out of the find -- the findings is this is critical to do at all levels and to really think about whether the projects that we have -- we're advancing now are going to advance those goals.

    So I think that's -- that becomes a question. I will leave it to the Agency itself to determine kind of how actually that would happen, but I just wanted to kind of respond to the notion of the vagueness of the recommendations, and that being one that really could be advanced and moved forward.
Thank you.

CTC COMMISSIONER GRISBY: Yeah, thanks for that. I follow up with the Agency then. I'm really curious about how we actually know what the cutoff point is for when a project is in the pipeline too long to be withdrawn, what that actually looks like? That's the key question.

CTC VICE CHAIR GUARDINO: Commissioner Grisby, thank you.

Commissioner Joe Lyou.

CTC COMMISSIONER LYOU: Thank you, Vice Chair. Maybe not withdrawn, but maybe improved. Okay. I'm going to -- first want to thank the Strategic Growth Council and the Institute for Transportation Studies for these series of reports on AB 285. They're, I think, excellent. And this is one area where I will disagree with Professor Sperling, but I also agree with him on something. So I'll say that I don't think it was too vague. I think -- I mean, you had to put things clearly and succinctly as you could. And I thought you did an excellent job of really pinpointing the things that are some of our greatest challenges. And I definitely agree with Professor Sperling that we've been looking at these things for decades and we really need to do some assessment as to what our path forward should be.
So thank you for the analysis and thank you for presenting it. I know the panel this afternoon we'll get into some more of this. But whenever in California, we're -- we have created priorities around transportation, around climate change, around air quality, around housing. And these are really big issues in California.

And someone comes forward and identifies needs like have been identified in this study, then someone is going to act. There is going to be change. There's going to be something that's done in response to this. And we can either be the chef and the servers or we can be on the menu here.

And I think if we're on the menu, we're going to get consumed and digested. And that's not what we want to do. So not only does CTC need to think about how to respond to this, but I think we need to do this in conjunction with our allies here at the table, at HCD and Air Resources Board, but also our regional, our -- and our local partners who are also going to be on the menu with us, if we don't respond appropriately to this.

So here is where I definitely agree with Board Members De La Torre and Professor Sperling. We need to figure out how to respond and do it in coordination with each other and come up with a plan process, a proposal on how to deal with the opportunities, and threats, and the
strengths and the weaknesses that we have. And I would like to -- and I -- Mitch, I know you're down there somewhere. I can't really see you, but I would like to ask staff to come back to us, at least the CTC level, with a proposal on how to move forward to address the key issues that have been identified in this AB 285 study. Mitch, could you do that for us?

CTC EXECUTIVE DIRECTOR WEISS: Yes.

CTC COMMISSIONER LYOU: Thank you.

CTC VICE CHAIR GUARDINO: Mitch is a man of few words.

(Laughter.)

CTC VICE CHAIR GUARDINO: Dr. Lyou, thank you. Commissioner Lee Ann -- forgive me, Board Chair -- Commission Chair Lee Ann Eager.

CTC CHAIR EAGER: Yes. Thank you. Hopefully, you all can hear me.

I wanted to start by telling you that I'm here in the beautiful central coast of California at the San Luis Obispo Council of Governments. I got here a little bit early today. And I was looking around the room here and looked at all of the projects that they're doing in the central coast, all the outreach that they're doing. And I think that reminds us of what we need to do to support those local agencies.
And Egon, I'm so glad that you're there at the Strategic Growth Council. I know in working with you for I think over a decade now in looking at how we get folks from one end of this state to the other and looking at multi-modal facilities, and systems, and plans that you also support, let's make sure that we do that community outreach. Let's make sure that we're looking at those local agencies, those regional agencies, and how is it that we can support them in putting these plans together to make sure that they're looking at climate and those equity issues as they put their plans together, and their projects together.

I also want to make sure that I support Dr. Sperling. I went to UC Davis King Hall, so go Aggies. But my staff I think they'll laugh when I tell you, when somebody puts together a plan in my office, and they say, oh, here's all these wonderful ideas. Here's some things that, you know, we need to make sure that we put in place, my response is always, "And"? And what? Where do we go from here, right? What are those activities that get us to that goal? What are those actual outcomes that we want to get to and the steps to get there?

And so I know, Egon, when you were talking about let's make sure we put these plans in place, let's make sure we do it together. You know, none of us can do this
separately. We all know that the state of California is
certainly not a one-size-fits-all, so we need to make sure
that we have those voices up and down the state of
California. The Strategic Growth Council has always been
that organization that brings people from different areas
together to look at these goals together.

So I Egon, I would like to put that invitation
out to you for us to get back together, work towards these
same goals, making sure that the -- all the people of the
state of California have a voice. And so I'm wondering if
you have a plan for all of our agencies to work towards
those specific activities and goals?

EGON TERPLAN: Thank you very much. Yeah, Chair
Eager, just maybe a quick response to that. I mean, I
think part of what we've put forth is a set of cate --
ideas that we want to then develop the recommendations
about. And starting with a conversation today, starting
with some of the smaller conversations we've already begun
of how do we move forward specific implementation ideas
coming out of this work.

I think what you're also addressing though is
that there's all the critical work at the regional level.
And we're not trying to replicate that as well, right?
What happens if Fresno COG, and Kern COG, and San Luis
Obispo -- I mean, that's the work at the regional scale
that we want our effort here in this process to come up with policy ideas, programmatic ideas that advance the implementation of those plans.

And so we're -- we're sorting of seeing ourselves as messengers of a set of ideas that hope -- hopefully opens up a policy dialogue that leads to some real tangible changes. We know the Legislature is talking about these issues. There's other actions that could be taken at the administrative level to really look at moving that forward, but always in partnership with you all as institutions and in the communities. So we're -- we're happy to come out and kind of continue further, particularly to get to what are the specific ideas that are implementable.

CTC CHAIR EAGER: Get to the "and". I appreciate it. Looking forward to it.

EGON TERPLAN: Thank you.

CTC VICE CHAIR GUARDINO: Egon, thank you.

We have three more members of either the CARB or Commission, and then several members of the public. So let me next go to CARB Member Diane Takvorian.

Diane.

CARB BOARD MEMBER TAKVORIAN: Hello. Can you hear me?

CTC VICE CHAIR GUARDINO: We sure can, Diane.
Thank you.

CARB BOARD MEMBER TAKVORIAN: Can you hear me?

CTC VICE CHAIR GUARDINO: Yes.

CARB BOARD MEMBER TAKVORIAN: Perfect. Thank you. Sorry about that. We're still getting our technology here together in San Diego. I'm joined by CARB Board Member Nora Vargas and Commissioner Falcon. Just want to say we're a little distracted in celebrating the Supreme Court having confirmed our Ketanji Jackson, historic confirmation. So we're all celebrating down here and hope up all are whenever you are, so onto the topic at hand.

I want to thank everyone for the reports. They're compelling and they really reflect a bit of a pivot from a traditional siloed approach, which is obviously why we're all here together, but I also think that I would agree with fellow Commissioners and Board members that it's really not a dissimilar conversation from ones that we've had previously.

So to call for an action agenda I think is really right, because to see that the report really says that the programs -- the funding programs, the money is misaligned with our climate and air pollution goals is really concerning, and that we're still emphasizing roads and auto capacity projects and not investments that reduce VMT...
or advance equity.

If only two percent of our funding is focused on climate and equity, and the locals are essentially stuck with funding local transit and State is still funding roads, we're not going to -- we're not going to make our goals and we're not going to serve our communities.

So the IPCC report is clear. Our action has to be more aggressive. So my question is how can we all participate more meaningfully? And I can only speak kind of from my CARB perspective, that I think we have some very compelling programs that are intended to be intersectional. So if you think about CARB's community emission reduction plans that are coming forward in the Community Air Protection Program, we have communities across the state of California that are demanding alignment, calling for alignment. They have specific goals in their programs. And I know that Caltrans is involved, and in our region SANDAG is involved, and other local governments are involved.

So can we -- I agree that we have to do more and it needs to be bigger, but I also think we can look at local communities. They have really good ideas and they're calling on that intersectionality that's so critical. So I'd say let's look at those programs and see what we can do at the local...
CTC VICE CHAIR GUARDINO: Diane, you may have frozen. Diane, if we able to get you back, you will --

CARB BOARD MEMBER TAKVORIAN: Thank you. Can you hear me?

CTC VICE CHAIR GUARDINO: Now, we can. We lost you.

CARB BOARD MEMBER TAKVORIAN: Okay. I was on my last point. I think our Scoping Plan is also a critical opportunity for everyone to align. So thank you, Supervisor Vargas for loaning me your computer. Mine just died. I'll get back online.

Thank you.

CTC VICE CHAIR GUARDINO: See, you're already showing the strong bond between our agencies by sharing a space down there and celebrating together.

Diane, thanks for the substantive comments. Sorry that you did cut out for a moment. And it looks like you may have a frozen screen again.

CARB Member Davina Hurt.

CARB BOARD MEMBER HURT: Thank you, Vice Chair.

(Inaudible).

CTC VICE CHAIR GUARDINO: The mic helps so that people listening remotely can hear you.

CARB BOARD MEMBER HURT: Yeah. No, I was just joking.
All right. So thank you, Vice Chair. Just a couple of thoughts. When you think about all the pledges that we've made around our climate change and transportation goals, I really think threading the needle is an understatement, because not only do we need to maintain existing infrastructure, support economic development, meet air quality standards, protect the natural environment, connect urban transport and housing policies, while also being equitable in what I would call inequitable frameworks, with all that in mind, Commissioner Martinez hit it right on the nose when she said local control and action are the gatekeepers to meeting this vision and implementation plans. And I think for them, being someone who is a past Mayor and a Council Member today, it's the resources that the local agencies have and do not have to make these plans a reality.

There's been a lot of conversation around those projects already in the pipeline. I can already think in my own county how long it takes us to get through transportation projects, and how hard it is for staff to move it along, and to get it shovel ready. And it can take decades, as has been said before.

So at a State level, how can we help with those ample resources around staffing, around technical support and expertise, around making those pivots, so that the
money can be put into active transportation or, as I like to look forward to those bicycle super highways that we need to have all up and down the state.

I also want to remind folks this idea of political will and the harsh reality of folks right now especially when certain bills have passed - I think of SB 9 and 10 - there were some folks in my community that had pitchforks out. And how do we vision with the populace to bring them along, that all these plans are for the greater good, for the long term. How do we bring them along and being a part of the change in that mode shift that we need to be about?

Right now, I think we're lacking a little bit in that visioning for the populace. How do you put 5 or 10 different plans together for someone in a disadvantaged, highly-impacted community, who has to get in their car to get to the places that they work, the places that they need food? I think on the peninsula where I live how many folks are traveling by car and they don't have the ability to use transit.

I was really happy to see the slide, I think it was number 11, that showed MTC is putting a lot of money transit that was really a bonus for me. But if you look at many of the others, and I won't speak negatively, but that needs to be the same height throughout California.
So we have work to do. We have a new lens to put on and we need to do that with the populace. And I wish it was as simple as just do the plans and there, you're done, but I think we need to do more for the people, the people who are getting in their cars, and the local agencies who are at the front line of explaining why we're doing the things that we need to do.

Thank you.

CTC VICE CHAIR GUARDINO: Thank you, Board Member Hurt. If she doesn't mind, I'm going to call on Chair Randolph for a couple of quick comments before we go to members of the public. We do have several cards from members of the public. We are eager to hear you. And after we do so, we will break for lunch.

CARB CHAIR RANDOLPH: All right. Thank you. I thought that was a really great present -- couple of -- great couple of presentations and really good discussion. I think there are -- as several Commissioners and Board members have mentioned, I think there's some opportunities for our staff to kind of get together and think about potential action items. And I sort of think about that in two buckets, like, you know, are there specific items that we can consider as a Commission and a Board, you know, that are within our authority that we -- that we could consider taking.
But secondarily, I think, you know, one of the things we should consider is as we have discussed and as Commissioner Martinez mentioned, you know, it is -- a lot of this is not within our authority. So are there some policy statements that we can make, sort of, you know, joint policy points that we can really hone in on and use our bully pulpit to advance some of the important concepts that we've talked about. And I really appreciated the Commissioners and Board members who mentioned, you know -- Board Member Hurt and Chair Eager about community engagement and the importance of working with community. I think we all recognize that all of this has to be done together. And it's not -- it's not a simple, well, let's go do this and have it -- and have it actually show up. But making some clear joint policy statements and showing our commitments I think might be a good opportunity for our staffs to work on between meetings.

So looking forward to hearing from the public on these topics.

CTC VICE CHAIR GUARDINO: Chair Randolph, thank you. And we do have one more Commissioner who would like to make a quick comment. Jay Bradshaw. And again, welcome to the Commission.

CTC COMMISSIONER BRADSHAW: So I guess speaking in a new capacity.
CTC CLERK REMEDIOS: Is your microphone on?
CTC COMMISSIONER BRADSHAW: How is that --
CTC CLERK REMEDIOS: Is your microphone on?
CTC COMMISSIONER BRADSHAW: It was on. How is that?
CTC CLERK REMEDIOS: Perfect.
CTC COMMISSIONER BRADSHAW: I'll start over. I don't want to hold up the public, because I'm looking forward to hearing the comment. But as the newest Commissioner on the CTC, a couple of things I just wanted to share. I'm going to come primarily from the perspective of working class folks. And, you know, I live in the Bay Area. I've been there for many decades and I've watched over and over again the housing crisis has led to this crush in the transportation crashes, which leads to things historically like SB 1 funds, and frustration, and folks that I represent in a different capacity in the carpenters union are under this tremendous pressure, where an 8-hour day is a 14-hour day. And try to find housing to live in, you move further, and further, and further out.

I'm very excited about this meeting today, because the -- it's housing, it's environmental, it's air quality, and it's transportation. However, it appears to me that if we're going to take action items - which I'll
echo everyone on the -- my colleagues up on the dais
today, we need to take action - we should know what if we
have statutory limitations to where funding can go, what
we -- that we should be discussing that as a team before
the meeting and to lay out actually things we can do,
because there's going to be folks who have control above
these boards and commissions that we should be talking to.
And primarily, we should be engaging the public in that
process as much as possible as well. I'm not saying you
don't do that. Again, I'm the newbie here, but I'm
excited to help push that.

But at the end of the day, especially when we
talk about equity, and opportunity, and diversity, and
certainly looking from again a working class perspective,
that you have to come up with ways to fill those bridges.
You know, if you look at the Bay Area itself, there's no
way really for someone to come into the construction
trades and be able to be -- have a viable career there,
and we -- to bring in women, and folks who traditionally
haven't been given access, which we certainly would like
to do, and the trades would like to do, there's no way to
do that career viably without a car. And that's the fact
of the matter.

So when we look at that - and it was mentioned up
here earlier - there has to be an economic view to look at
how we address these issues and they're all interrelated. But with the escalating challenges in housing, it's going to continue to exacerbate what we want to try to do with transportation, and actually leads to other social problems like the lack of child care affordability for working folks. So it's all tied together.

So I just wanted to share some perspective there. I appreciate the time and I look forward to hearing from the public.

CTC VICE CHAIR GUARDINO: Commissioner Bradshaw, thanks for bringing such an important perspective to the Conversation.

I'm going to ask our members of the public who are here in person to come closer to the mic, so that we can be as time efficient as possible.

We're going to go in the order of Keith Dunn with the Self-Help Counties Coalition, then Kiana Valentine with the Tulare County Association of Governments. If Kiana could come close to the front, who will be followed by Jennifer Tendick with the California Association Council of Governments.

Keith, welcome.

KEITH DUNN: Thank you.

CTC VICE CHAIR GUARDINO: You have three minutes.

We'll go ahead and start the clock.
CTC CLERK REMEDIOS: Do you have the mic on.

KEITH DUNN: There you go. I don't want to become between you and your sandwich, so I'll try and be as quick as I can in my comments. I appreciate the opportunity. I think on one of your slide shows, you did see that the self-help counties, which are the sales tax counties, contribute $30 billion of the funding partner with the State of California investing in our system.

I appreciate and look forward to working with you, Commissioner Bradshaw. Your comments, we call it drive until you qualify. Quite frankly, the working people - and I have the pleasure of working with many of them as well - that do our service industries in the inner cities live in far out Riverside, San Bernardino, Northern California, same kind of issues. So we do have to have a solution there.

I think as a funding partner and organizations that have obligated funds, voter-approved sales tax measures that are obligated to expenditure plans on direct projects, we're looking to partner with the state to provide some incentives so we can get additional information. Analytics, planning money, we need to be partners with you in establishing the type of information, so that we can go forward and maybe deliver projects in a different manner, so we're not having the kind of equity
impact with heavy-duty trucks coming in, having different
delivery mechanisms that new innovations have brought to
project delivery that has less of an impact on
communities, that reduces the carbon emissions from
vehicles.

So I think there's a lot that we can do. And
I've heard a consistent theme from the opening remarks
from Secretary Omishakin to the commissioners and everyone
else, that partnership and communication. And what I want
to pledge to you is self-help counties and many other
organizations are actively participating, not only in the
285 report analysis, the 743 working groups, the CAPTI
discussions, legislation in the committees, the entire
process, we are here. We are your partners. I think that
there are opportunities, and Commissioner Lyou in asking
for some action from Mitch. I think there's budget
opportunities. We do have historic resources right now.

I think that we should be asking this
administration, not only for all the great investments
that they've already put forward in their budget, and then
they're going to come forward with a May Revise, which may
or may not be augmented as well. But we need to start
investing in information, so that there are the analytics
that can be used to analyze how we're doing, where we're
doing it? And the Commission is a great place to house
those resources. People can come and apply and then come
back and report to you on how that information is being
processed, how we're using it to change our direction.

(Phone ringing.)

KEITH DUNN: That's my phone, so it must by my
time to shut-up.

Sorry.

I appreciate the opportunity. Again, I pledge to
you all that the self-help counties who come in at 30
billion -- let me say that again with a B -- $30 billion
of locally approved sales tax measures, who've gone out in
our communities, worked with all of the interest groups,
then got a two-thirds endorsement by vote for the projects
that we're delivering are your partners. And we're here
to help improve our State, improve our infrastructure, and
provide those citizens with the ability to get back to
their families and have a clean healthy environment.

Thank you.

CTC VICE CHAIR GUARDINO: Keith Dunn, thank you.

Thanks for your partnership throughout the years.

Next is Kiana Valentine and then Jennifer
Tendick. Welcome Kiana.

KIANA VALENTINE: Thank you. Good afternoon.

I'm going to make my remarks on the AB 285 report
on behalf of the Tulare County Association of Governments
this morning. Thank you so much for this opportunity and hello to Egon, because my remarks will come as no surprise to him. And I want to assure that with you, because we've been working closely with the SGC since the report has been released. And we are definitely grateful for the working groups and the effort that they have put behind reviewing the SB -- or AB 285 report, excuse me, SB 150, AB 285, and working on how we can operationalize some of the recommendations within that document.

TCAG supports many of the different recommendations within that report. Better alignment of State goals, which is something that I used to represent county governments for many, many years, and it's something that we've talked about at the local government level the alignment of State goals. The need for fiscal analysis of certain transportation documents in CTP. I would go further and say the CAPTI document needs to have a needs assessment to understand where we are today, and where we want to get to, and what it's going to take to get there. So some of those things we're in full support of.

With the remainder of my time, I do want to point out though that TCAG does have some concerns with the data in the AB 285 report. They were one of the five case studies used to analyze the regional TPs. And the
conclusions that the report makes based on, from our perspective, incomplete data are troublesome.

I think in summary the report doesn't fully capture the investments that the Tulare County region is making in maintenance and operations, and active transportation. And there are reasons for this, right? It's a federal document. It doesn't roll-up all the various State, local, and Federal investments that the regional receives.

For instance, Tulare County is incorporating bicycle and pedestrian infrastructure in every single interchange and widening project going on in the region. When they are doing an interchange or a widening, it is being accommodated for bicycle and pedestrian infrastructure at the same time. It also significantly underrepresents regional investments in operations and maintenance.

And I know with my limited time, I won't get into too many of the details. I'll just say that taken together, as we read the report, it seemed to paint a picture of Tulare County as a region that is primarily investing in new capacity for single-occupancy vehicles. And we just don't feel that is the case. And so we look forward to working with SGV and UC ITS to refine the report and make sure that it's comprehensive.
You know, 285 report is already being used in the Legislature to support legislation. And so it's really important that this report is comprehensive and accurate, so that we're all working from the same set of data towards common goals.

Thank you so much.

CTC VICE CHAIR GUARDINO: Thank you. You were right on time. Thank you and thanks for continuing the conversation with Egon and others.

Next, we are going to hear from Jennifer Tendick with CALCOG. And after Jennifer Nailah Pope-Harden with ClimatePlan

Jennifer, welcome.

JENNIFER TENDICK: Hi. Thank you. I won't repeat the comments from TCAG, but I will second everything that the previous commenter just said. I think we've heard that from many of our other members around the state as well, many of those same sentiments.

I'm Jennifer Tendick with CALCOG. I am also going to be commenting mostly on the 285 report. Lots of good work in there. Lots of hard work. I don't want to discount any of that. But with my two minutes, I'm going to be a little bit more constructive with my comments.

We think that the CTP is a very good aspirational vision for the state, and we definitely need that and
appreciate that, but we think that the 285 report missed
the opportunity to highlight some of the really key
assumptions from that CTP that -- that it needs to achieve
its goals, like a 50 percent increase in vehicle operating
costs.

That, said another way, is the equivalent to
increasing the gas tax by over $2 a gallon. That's one of
the assumptions in the CTP is how it's reaching its goals.
So I think for us that -- not so much fiscally
constraining the CTP, but fiscally explaining the CTP,
having that conversation where we can elevate those
important parts of the plan like pricing that are critical
to achieving our goals of the CTP, so we can really
understand how we get from where we are today to where
that document vision is taking us.

Lastly, we are encouraged by the SB 150 report,
because we've seen that -- we think that that has the
opportunity to really highlight some of these State
actions. We appreciate the work that CARB is putting in
to talk about pricing and other things, and the State
actions that are needed to really implement those SCSs.

Thanks.

CTC VICE CHAIR GUARDINO: Thank you.
And kudos, you gave us a minute back, as well.
So all of your recommendations will be taken.
(Laughter.)

CTC VICE CHAIR GUARDINO: We will next hear from Nailah Pope-Harden with ClimatePlan.

NAILAH POPE-HARDEN: Thank you so much. Nailah Pope-Harden with ClimatePlan.

I have to say it is a different experience watching this in person, because there are moments, especially during Commissioner Martins where I was like wanting to hoot and holler. And I'm -- look, oh, I'm not muted, so I had to contain myself.

I think the walk -- wonk in me is just really excited about the conversation that we're having today. I think this meeting -- these meetings in particular at the intersections -- I think Commissioner Bradshaw really hit on it, at the intersection of like these issues. We can't talk about housing without talking about land use. We can't that land use -- we can't have the conversation around transportation without talking about housing and land use and air quality, and where equity and environmental justice all mix. Like this meeting is really where the rubber meets the road.

And so it's really exciting to hear that the Board -- the joint body is talking about actionable next steps, is really talking about moving things forward. And I just want to push that as we're thinking about this and
we're thinking about what a goal looks like, it can't be another plan. It can't be just like, okay, we all came to these recommendations. Each one of our agencies made a wonderful joint statement, and we're walking away. We really -- this is the time. We can't keep passing the buck. As Board Member Sperling said, we can't keep passing the buck. The conversation needs to be had now. So I just really appreciate, you know, the comments made today and look forward to working with everyone moving forward.

Thank you.

CTC VICE CHAIR GUARDINO: Nailah, thank you. And you are allowed to hoot. You're just not allowed to holler.

(Laughter.)

CTC VICE CHAIR GUARDINO: Well stated.

Justin, do we have anyone else remotely who would like to address us?

CTC STAFF: Thank you, Vice Chair Guardino. We do have virtual attendees looking to make public comment at this time. Up first, we have Matt Maloney.

MATT MALONEY: Good morning, to the commissioners.

CTC VICE CHAIR GUARDINO: As soon as the clock starts. Thanks for joining us.
MATT MALONEY: Good morning, Commissioners, and to the agency staff assembled here today. I'm assuming you can hear me. Just gives me a thumbs down, if you can't.

Okay. My name is Matt Maloney. I'm the Director of Regional Planning for the Metropolitan Transportation Commission and the Association Bay Area Governments. We're the metropolitan planning organization serving the nine-county Bay Area.

Our latest SCS Plan Bay Area 2050 was adopted last year. It achieves the State requirement to reduce per capita GHG by 19 percent. And it includes a set of 35 strategies to do that. As we now move in implementing our plan, we view the timing of these two reports to be extremely well timed in helping to lay the groundwork for a closer partnership between the State and the regions.

So there's three points that I'd like to make about the reports presented to you today. First, we very much appreciate that these reports highlight the important gap between regional planning responsibilities and regional implementation authorities. Our long-range plans are tasked with laying out the bold ideas needed to achieve GHG reductions, but regions do need more support in advancing and expanding successful programs like REAP to truly implement their plans.
Second, we agree that failure to realize GHG reduction needed to tackle the climate crisis is a situation of shared responsibility. As the AB 285 report correctly points out, funding at all levels has continued to invest in projects that increase GHG emissions. Furthermore, even those programs that fund GHG reducing projects are not always well targeted toward the most impactful investments. This has created a mismatch between long range transportation investment visions and near-term project implementation.

Third, we all focus considerable energy on getting the big projects funded and delivered, and that’s important. And we have a lot of opportunity now to move capital projects forward via the new federal funding. However, I also want to emphasize two high-impact strategies -- really the two most impactful strategies to make headway on GHG reduction, at least for the Bay Area.

The first is a laser focus on incentivizing better land-use decisions. And this can take shape via increased funding to implement transit-oriented communities with increased densities and a range of housing types.

The second is moving toward a regional and statewide strategy for how we price our highway system and how we do so equitably. We believe these should be the
top priorities for joint action by the MPOs and the State.

Thank you again for the opportunity to speak today. And I just wanted to close by thanking the staff at all the State agencies for working so closely with the regions as you lay out these important new reports.

Thank you

CTC VICE CHAIR GUARDINO: Matt Maloney, thank you. I believe we have one final commenter before we break for lunch, is that accurate, Justin?

CTC STAFF: Yes, that is correct. We do have one more virtual attendee looking to comment at this time.

CTC VICE CHAIR GUARDINO: Thank you.

CTC STAFF: Up next we have Michael Woodman.

MICHAEL WOODMAN: Good afternoon, commissioners and agency partners. Mike Woodman, Executive Director of the Nevada County Transportation Commission. Thank you for providing the opportunity to add some comments from a rural perspective.

First, I'd like to thank the Strategic Growth Council and the University of California Institute of Transportation Studies for taking on the challenge of completing the analysis, as requested in AB 285.

Transportation professionals in the state understand just how complicated it can be to understand the nuances of local, State, and federal funding in the
State of California, and recognize the challenge this presented. Most of our RTP -- RTPA and MPO agendas are accompanied by four to six pages of funding acronyms highlighting the complexity of the task.

It's important, however, to point out that the regional TPs summarized in the report do not include all of the regional projects and do not always clearly identify all of the multi-modal benefits. That TPs also do not include information on the State and local funding that's allocated by the MPO RTPAs for transit and active transportation.

You know, I think one positive from the AB 285 report is that it really will facilitate a more open and transparent discussion with the Strategic Growth Council and others that will allow the RTPAs and MPOs to help provide a more accurate picture and better understanding of the various funding programs and how they're programmed and allocated to meet both regional and State goals. NCTC supports CAPTI and the goals of the CTP 2050.

In terms of the recommendations, you know, NCTC does support better -- looking at better alignment of State goals, and also clarifying the assumptions in the CTP 2050 and how those documents -- how that document differs from the intent of the Regional Transportation Plans.
As we collectively work together to review and consider the recommendations from the report, we must recognize all of the goals and objectives of the CTP 2050 and CAPTI, and how these goals are important to addressing both regional needs and State and federal goals across diverse state. Rural regions are vastly different from the urban areas of the state. Investments in rural areas of the state have really shifted to align with State climate goals, but these areas also must address safety, wildfire evacuation needs, accessibility, goods movement, and economic opportunities in rural disadvantaged communities.

We also must be careful because it's not accurate to say that all capacity-increasing projects will induce VMT. The research on induced demand is clear what factors must be present to drive induced demand. A rural highway project, its purpose is to improve safety or evacuation and located in an uncongested setting, and does not result in induced development is not the same as adding lane 15 and 16 on I-405, in an attempt to reduce congestion.

As we continue these discussions, we have to acknowledge these differences in alignment with achieving State and federal goals.

CTC VICE CHAIR GUARDINO: Michael --

MICHAEL WOODMAN: Also, I --
CTC VICE CHAIR GUARDINO: With apologies --

MICHAEL WOODMAN: My time is up?

CTC VICE CHAIR GUARDINO: -- your time is up.

MICHAEL WOODMAN: I look forward to working with the State to address the challenges highlighted in the report and develop solutions to address the diversity of our state and allow us to meet State and federal goals.

Thank you.

CTC VICE CHAIR GUARDINO: Michael, thank you.

And Justin, that was our last comment.

CTC STAFF: Yes, it was.

CTC VICE CHAIR GUARDINO: Great. Thank you. I thought so. I want to -- I want to thank all of the speakers, especially those speakers with the public who have added so much value. We've had some great food for thought.

We're now going to make time for food for sustenance. So we are going to break for 40 minutes until 1:05 p.m. Thank you.

(Off record: 12:26 p.m.)

(Thereupon a lunch break was taken.)
AFTERNOON SESSION

(On record: 1:07 p.m.)

CTC VICE CHAIR GUARDINO: Good afternoon, CTC and CARB colleagues. Thank you to our members of the public, both here with us in Rocklin as well as participating remotely from throughout the state. We appreciate your commitment to these joint issues that we are all trying to work on together to strengthen our state.

We want to circle back to Item 3, State Funding for Coordinated Housing and Transportation. So we're -- again, we are not yet on our afternoon panel. My apologies to our panelists, we are not quite there yet, but we are on the State funding for transportation item.

And if I may, first of all, just checking protocol Douglas. We don't need to have a new roll call, do we?

Did Douglas step out of the room?

Okay. Good. Wonderful.

We're going to ask Marisa Prasse, the Housing Policy Manager for the California Department of Housing and Community Development to speak on the Regional Early Action Plan grants, known as REAP 2.0. Is Marisa joining us remotely or in person today?

CTC CHIEF DEPUTY DIRECTOR TAYLOR: Remote.

CTC VICE CHAIR GUARDINO: Great. Thank you.
Marisa, can you hear us?

HCD HOUSING POLICY MANAGER PRASSE: I can hear you, yes. Can you hear me?

CTC CHIEF DEPUTY DIRECTOR TAYLOR: Yes, we can hear her.

CTC VICE CHAIR GUARDINO: I could not, but there was ambient noise.

HCD HOUSING POLICY MANAGER PRASSE: How about now? Can you all hear me?

Hi. Can everyone hear me?

CTC EXECUTIVE DIRECTOR WEISS: We can't hear anything.

HCD HOUSING POLICY MANAGER PRASSE: You can't hear anything?

CTC EXECUTIVE DIRECTOR WEISS: You're not mute. We just -- can you guys hear over there?

CTC CLERK REMEDIOS: Yes, a little bit. Real small.

CTC VICE CHAIR GUARDINO: Marisa, is there a way that you can get closer to your microphone and project for (inaudible) --

HCD HOUSING POLICY MANAGER PRASSE: Is this any better?

CTC VICE CHAIR GUARDINO: We want to hear every word.
HCD HOUSING POLICY MANAGER PRASSE: All right. I can try and sit closer. Is this any better?

CTC VICE CHAIR GUARDINO: Forgive me, Marisa. I can only speak for myself, but I'm having a little bit of a hard time hearing you.

HCD HOUSING POLICY MANAGER PRASSE: Let's see what we can do.

CTC VICE CHAIR GUARDINO: Marisa, could you try that again? We can see you. That's helpful.

HCD HOUSING POLICY MANAGER PRASSE: Sure. It looks like it sounds fine for the remote participants, so it may be an issue with the in-person audio.

CTC CLERK REMEDIOS: (Inaudible). Go ahead, please. Marisa, go ahead, please.

CTC CHIEF DEPUTY DIRECTOR TAYLOR: Marisa, go ahead and start speaking.

HCD HOUSING POLICY MANAGER PRASSE: Sure thing. I can start speaking. Can you all hear me now?

CTC VICE CHAIR GUARDINO: A tiny bit, but the more you can project and be close to your mic, the more we will benefit from being able to hear you better.

HCD HOUSING POLICY MANAGER PRASSE: Sure thing. Should I get started on the presentation?

CTC CHIEF DEPUTY DIRECTOR TAYLOR: Yes.

HCD HOUSING POLICY MANAGER PRASSE: Yes. Okay.
Great.

(Thereupon a slide presentation.)

HCD HOUSING POLICY MANAGER PRASSE: Well, good afternoon, everyone. Thank you for having us to share about the Regional Early Action Planning grants of 2021, REAP 2.0 program today. So my name is Marisa Prasse. I am the Program Lead for REAP 2.0 at HCD.

And today, I'll spend a few minutes giving an overview of the REAP 2.0 Program, where we are in the process and what comes next for the program.

Next slide, please.

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CTC VICE CHAIR GUARDINO: Marisa, I -- Marisa, I am so sorry to interrupt, I don't think it's just myself. I think many of us on the dais cannot hear you clearly. And that doesn't do you or your presentation justice. Is that accurate, colleagues on the dais? Are you also having a hard time hearing?

Yeah, regretfully, we cannot hear you clearly.

Marisa, if you have some flexibility today, this -- I offer my sincere apologies, because you've already been so flexible. Perhaps if we try to work out sound issues. Actually we don't have all of camera on person either, do we.

CTC CLERK REMEDIOS: Have her try it again, we
can turn this --

  CTC VICE CHAIR GUARDINO: Can you?

  CTC CLERK REMEDIOS: We can hear fine on this side of the speaker, so --

  CTC VICE CHAIR GUARDINO: Oh, okay. Marisa, we're going the old fashioned way we're going to turn the speaker in the right direction and see if that work.

  HCD HOUSING POLICY MANAGER PRASSE: Oh, great. Okay. Great. Can you hear -- I'll guess I'll just keep talking and let me know when you can hear me.

  How about now?

  CTC CHIEF DEPUTY DIRECTOR TAYLOR: Marisa, they're not getting any audio out of the speakers, please standby.

  HCD HOUSING POLICY MANAGER PRASSE: I'm sorry. I didn't catch that.

  CTC CHIEF DEPUTY DIRECTOR TAYLOR: Tell her to standby, Doug.

  CTC CLERK REMEDIOS: Can you please standby one more minute.

  HCD HOUSING POLICY MANAGER PRASSE: Yep, no problem.

  CTC CLERK REMEDIOS: Marisa, give us one more test, please.

  HCD HOUSING POLICY MANAGER PRASSE: Sure thing.
Can everyone hear me now?

CTC VICE CHAIR GUARDINO: It's a little bit better, yes.

HCD HOUSING POLICY MANAGER PRASSE: A little bit better? It looks like we're fine digitally on the GoTo meeting.

CTC CLERK REMEDIOS: Can you hear that?
CTC VICE CHAIR GUARDINO: Marisa, might you try one more time?

HCD HOUSING POLICY MANAGER PRASSE: Sure thing.
CTC VICE CHAIR GUARDINO: And again if you could speak a little -- with a little more volume and perhaps slow down your pacing.

HCD HOUSING POLICY MANAGER PRASSE: Yep. I can do that. So can everyone hear me now?
CTC VICE CHAIR GUARDINO: I was able to make that out.

Colleagues?

Yeah. If you are intentional about slowing down your pacing and just a little louder, we'll do our best.

HCD HOUSING POLICY MANAGER PRASSE: Great. All right. Well I will continue on then. So as I will explain in this presentation, REAP 2.0 is a program that takes an approach of furthering multiple goals, such as housing, climate change, and affirmatively furthering fair
housing.

   As a result, it is made up of a team of four State agencies with HCD as the facilitator and lead, in order to pull from the expertise of each agency across the State.

   We're happy to be working in close partnership with the Office of Planning and Research, the Strategic Growth Council, and the California Air Resources Board to make REAP 2.0 a success. We meet together at least once a week as we work to launch this program, and the program is better meeting all of its objectives as a result.

   Next slide, please.

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   HCD HOUSING POLICY MANAGER PRASSE: So to give a quick overview, REAP 2.0 is a $600 million State and federal grant program that funds planning and implementation activities that accelerate infill housing development and reductions in per capita vehicle miles traveled. Five hundred million dollars is coming from the federal Coronavirus Fiscal Recovery Fund of 2021 and the $100 million is coming from the State's general fund.

   So in non-technical terms, this is a new funding source for projects that lead to more housing in areas across the state that lessen the need for using motor vehicles or make a place more walkable and connect folks
to daily destinations and services. It's a housing and climate change program.

So the four objectives of the program are first accelerating infill development that facilitates housing supply, choice, and affordability, centering equity by affirmatively furthering fair housing, or AFFH. So all proposed uses must combat discrimination, overcome patterns of segregation, and foster equitable and inclusive communities.

Third, facilitating Coronavirus economic recovery, particularly in service for those households most impacted by the pandemic, and then reducing vehicle miles traveled, or VMT.

Next slide, please.

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HCD HOUSING POLICY MANAGER PRASSE: So a little background on how the REAP 2.0 Program came to be. So it was first brought out of a recognition that the State is not on track to meet its housing and climate goals and acknowledgement of the co-benefits of planning for housing in a way that reduces VMT for a host of other State planning priorities and goals.

The second is it builds on the success of the Regional Early Action Planning Grants of 2019, otherwise known as REAP 1.0 these days. And REAP 1.0 is a program
that HCD is currently administering, that was created by the Legislature in 2019 to accelerate housing production through planning activities.

So these two things, combined with the State surplus and the Coronavirus aid package led the California legislature to making a big investment in REAP 2.0 last summer.

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HCD HOUSING POLICY MANAGER PRASSE: So a little more about how the program is structured. So the primary eligible entities are metropolitan planning organizations across the State, non-MPO counties in rural parts of the state, and tribal entities. These primary recipients can sub-allocate funds to local governments, transit agencies, and other eligible entities.

Second, unlike REAP 1.0, REAP 2.0 can fund both planning and implementation activities. And REAP 2.0 has an expanded list of program objectives. As mentioned a couple slides back, these include accelerating infill development, affirmatively furthering fair housing, Coronavirus economic recovery, and reducing vehicle miles traveled.

In addition, the program has a transformative emphasis and proposed uses are required to demonstrate a
nexus to all program objectives and plan for these

So where are we in the process of launching the
REAP 2.0 program? So we're more than halfway through the
program development stage. So in November, we released a
framework paper and survey that laid out initial broad
concepts for the program. And we received over 65
detailed public comment responses that then inform the
writing of the draft guidelines. So we released two draft
guidelines on March 24th, one for the MPO applicants and
one for the rural/tribal applicants.

So we're currently in the draft guidelines public
comment period, which will close on Friday, April 15th.
And we're eager to receive those public comments and
incorporate into the guidelines as applicable.

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HCD HOUSING POLICY MANAGER PRASSE: So let's talk
about funding. As laid out in statute, REAP 2.0 has a few
different buckets of funding that make up the total $600
million. So first, 85 percent of the 600 million, or 510
million, is set aside for MPO applicants on an
over-the-county basis, with allocations based on 2030
projected population. The vast majority of this funding
will be funded by those federal Coronavirus relief dollars
with some general funds in there as well.

Second, five percent, or 30 million, is set aside for non-MPO rural counties and tribal entities on a competitive basis. And so this bucket of funding will be funded entirely by the State general funds. And so these together are what we have released draft guidelines for and are currently in the public comment period for.

The third bucket of funding, five percent, or another 30 million, is set aside for a competitive, higher impact, transformative allocation. And so this program -- that NOFA is following a little bit later. And so there will be a NOFA and draft guidelines launched later this summer. And so all of the eligible entities under the first two buckets of funding will be eligible applicants for this set-aside.

And then lastly, there's five percent of the funds, or 30 million, set aside for the State administration of the program and technical assistance.

Next slide, please.

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HCD HOUSING POLICY MANAGER PRASSE: So this slide shows in more detail those proposed funding breakdowns for the rural/tribal allocation, and the MPO allocation. These tables -- I won't dwell too much on these slides, but these tables can be found in the draft guidelines. So
the table on the left shows the allocations for each of the MPOs across the state. And again, those are based on the 2030 projected population numbers.

And then the table on the right shows the funding breakdown for the competitive rural and tribal allocation. So 25 percent of this 30 million, or seven and a half million, is set aside for tribal applicants. We heard from tribal stakeholders during our public outreach to date concerns about competing against the rural counties for funds. And so therefore, we introduced this set-aside in our draft guidelines.

Of the remaining 75 percent of the funds for the rural/tribal allocation, a little over 16 million is set aside based on sub-geographies as shown in the table, and then counties compete in their subgeographies with any unfunded projects then competing in the county residual until all funds are exhausted. And there's more information on this in our draft guidelines, if folks are interested.

Next slide, please.

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HCD HOUSING POLICY MANAGER PRASSE: Great. So let's talk a little about what applicants have to demonstrate in their application. So at the heart of the program are those four objectives that we've covered.
Again, these are accelerating infill development that facilitates housing, supply, choice, and affordability, reducing VMT, affirmatively furthering fair housing, and Coronavirus economic recovery.

So each applicant must demonstrate that each proposed use meaningfully furthers each program objective, with the caveat that the tribal and rural allocations do not have this COVID-19 recovery requirement, because they aren't funded by the federal COVID relief dollars.

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HCD HOUSING POLICY MANAGER PRASSE: Great. So I'll lay out a little more about the program requirements as it relates to the portions of the program funded by the U.S. treasuries, State and local fiscal recovery funds, those federal dollars, SLFRF.

So SLFRP is COVID relief money. And as a result, the U.S. Treasury has additional requirements for how the money is to be spent in order for it to address the negative economic impacts of COVID-19 for impacted households. As a result, REAP 2.0 activities funded by SLFRP dollars have a little bit of a narrower list of eligible uses than REAP 2.0 activities funded by the general fund dollars. And so our draft guidelines has a lot more information and detail on this topic.
But activities funded by the general fund portion of the program can be utilized for a broader set of eligible uses, as long as they demonstrate a nexus to those program objectives and meet all other program requirements.

So despite the more focused list of eligible uses for the federal dollars and those activities funded under the SLFRF dollars, we are still fully confident that a host of great projects can be funded that will meet all program objectives as all projects are required to be in infill areas.

And I will, on the next slide, detail some anticipated uses.

Next slide, please.

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HCD HOUSING POLICY MANAGER PRASSE: Great. So REAP 2.0 is a flexible program. A wide array of activities can be funded by these dollars, as determined by applicant outreach and priority setting, again, as long as they meet all program objectives and are in line with the funding requirements.

So MPOs and other applicants have flexibility to determine how to sub-allocate funds, based on those regional and local priorities. So on this slide, it's not an exhaustive list, but here is a sampling of the types of
activities and programs that we anticipate. So things such as: planning activities that lead to significant upzoning near transit or infill area; program level environmental clearance to eliminate need for project-specific review for new infill housing projects; Infrastructure investments to ready infill sites for housing development and other predevelopment costs; you know regional housing trust funds, as long as the funds are expended by the expenditure deadlines; and connecting new infill housing to daily services through things such as non-motorized transportation programs; as well as infrastructure investments that support new housing in infill areas.

So again, there's more information in our draft guidelines, but these are some of the samplings of activities that we're anticipating and excited to see funded through this program.

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HCD HOUSING POLICY MANAGER PRASSE: Great. So this slide lays out our path forward for the REAP 2.0 program. Like I said, we are currently in the public comment period. And so we anticipate final guidelines and NOFA for the MPO and tribal and rural allocations in late May, early June. Then late this summer, we intend to
release the higher impact transformative allocation. And then all applications will be due at the end of this year with the encumbrance deadlines of June 24 and expenditure deadlines in June 2026.

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HCD HOUSING POLICY MANAGER PRASSE: So like I said, our draft guidelines are currently out for public comment. We appreciate any help spreading the word to get feedback on these documents. You know, we're excited to get public input on them. And the public comment period will close on April 15th, which is a Friday.

Next slide, please.

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HCD HOUSING POLICY MANAGER PRASSE: So that's my presentation for this afternoon. Thanks for wanting to hear a little bit about the REAP 2.01 program. So the REAP 2.0 team is really excited about the potential for this program to move forward a number of impactful projects to accelerate housing in a manner that reduces VMT, creates housing supply, choice, and affordability options and does so in a manner that furthers fair housing and prioritizes the need of households that have borne the brunt of the pandemic.

So with that, that ends my presentation. In
addition on this slide, if you have any further questions after today's meeting, both the REAP 2.0 webpage and the inbox are shown on the screen.

Thank you.

CTC VICE CHAIR GUARDINO: I have at least one clarifying question on the dais.

Chair Randolph.

CARB CHAIR RANDOLPH: Thank you for that presentation. I have -- I'm trying to understand the interaction between the slide that talked about a 500 million coming from the COVID-19 relief dollars, which have more limited -- you know, more restrictions, more limited ability to use the funds versus the possible use of funds slide. So does the possible use of funds slide refer to the 100 million, you know, delta between the 600 and the 500? I just kind of wanted to understand how much of what is in that slide can be used from the full 600 million?

HCD HOUSING POLICY MANAGER PRASSE: Sure. Thank you for the question. So everything on that slide is pretty safely eligible uses under the federal dollars. In addition from, you know, what our draft guidelines layout there's additional eligible uses that are, you know, not really allowed under the federal dollars. These are a couple different areas. If you's like me to elaborate, I
can.

So I can elaborate on that. So (inaudible) at a high level, funding supportive planning activities must be focused on increasing housing units in specific areas, not in a general manner. And so, you know, the federal dollars can fund things like around a train station, but things that may not be eligible for the federal dollars are things like purchasing permit software or broadly updating planning processes for local government.

In addition, some transportation uses, primarily motorized transportation and transit, are limited because they are either explicitly ineligible under the federal rule or do not directly respond to needs of specific negative economic impacts of disproportionately impacted households as determined by the U.S. Treasury.

And then the (inaudible) uses are only eligible in as much as they directly support housing, so like things like bicycle, and pedestrian, and you know, water and sewer utilities, those things are eligible as long as they are in connection with housing developments.

CTC VICE CHAIR GUARDINO: Marisa, thank you. Thank you for your patience. I think perhaps the best path as we continue to have sound and echo problems here is the slide you have up. So you are prescient to have a slide on how we can follow up directly with you, both
members of CARB, the CTC, as well members of the general public. Would that be okay with my colleagues?

Thank you. And your slide deck was so helpful, because it also amplified what you were communicating to us. And under these circumstances, that helped a great deal.

So thanks for the preparation you put into this, the great work that you're doing, and I'm sure you're going to be hearing from members of the public as well as members of CARB and CTC as well.

HCD HOUSING POLICY MANAGER PRASSE: Great. Thank you.

CTC VICE CHAIR GUARDINO: Justin, I think in fairness though, I should ask you, is there any members of the public that were in the queue to ask questions or comments on this item?

CTC STAFF: Yes. We do have one in the queue looking to comment at this time.

CTC VICE CHAIR GUARDINO: And hopefully, we'll be able to hear that person in the queue. Why don't we go ahead -- oh, good, right here in the room, even too. We will set the clock for you. When your lips start our clock starts.

BILL HIGGINS: I appreciate the time. My name is Bill Higgins and I --
CTC CLERK REMEDIOS: Is the mic on?

BILL HIGGINS: Then my time didn't start yet, right?

Can you hear me? I'll stand back.

My name is Bill Higgins and I represent the 18 Metropolitan Planning Organizations that will be receiving $510 million under the program. We're very -- while we appreciate that HCD has done the best that they could with the bad -- bad conference, a very important thing happened somewhere between when the legislation was adopted and when HCD got notice of the money that they got. The original sources of this money it was supposed to be more free. There's another tranche of Coronavirus relief funding that could used for any governmental service, which is when they read AB 140, which is the Governor's implementing legislation, it said specifically that this money can be used for transit, transportation projects, pricing studies, the very things that you guys were talking about this morning under the SB 150 and the 285 report.

Because of the change of the color of money, we're much more limited now in housing. We have housing projects, but MPOs are not housing agencies. We do RHNA a lot, but we don't actually do construction of housing. We plan for where it goes, so we'll probably find ways to
fund that, but we'll probably put it on really good projects. Look, I know, SACOG will talk to you later about infrastructure that they can do around there. You know, so there's some good projects that we can do, but this is an example of failure in terms of what you're trying to achieve when you were in the SB 150 and SB 285 reports. And it's very frustrating for us see this. We will be seeking, because this money is (inaudible) for housing, we will be seeking to try and work a budget deal where we can replace general fund money that may be going to a housing program to this program and release the Coronavirus funding that is more limited and won't let us do what we thought we were going to do.

I'm happy to take questions about that. I know a lot about this. I was involved in the drafting, so I can answer questions if you have them, if the Chair is willing.

CTC VICE CHAIR GUARDINO: Are there any questions from members of either CTC or CARB the Board at this time? Of course, you can follow up with him as well with questions at a later time.

Bill, thank you for coming. We appreciate your perspective and your expertise.

We want to thank our after lunch panel. That way we are accurate it is after lunch.
CTC CLERK REMEDIOS: Chair Guardino, we do have remote comment on this item.

CTC VICE CHAIR GUARDINO: Oh, we -- oh, okay. When you said there was a commenter and you came forward, that's what you meant.

CTC CLERK REMEDIOS: On the phone.

CTC VICE CHAIR GUARDINO: Great. Thank you. We will reset the clock and appreciate our remote commenter. Justin, who is -- who is our remote commenter.

CTC STAFF: Thank you, Vice Chair Guardino. We do have one virtual attendee looking to comment at this time. We have Matt Maloney.

MATT MALONEY: Hi. Good afternoon, everyone. Audio check. Can you all hear me?

CTC VICE CHAIR GUARDINO: Yes, we can, Matt Maloney with MTC ABAG. Please continue.

MATT MALONEY: Fantastic. Thank you. So I'm going to be brief in the interests of time. I know we have a lot to do today. So from the perspective of MTC ABAG I just want to say first, we're very supportive of the REAP 2.0 objectives to advance infill development and housing for all incomes, reduce VMT, and respond to pandemic recovery, particularly in underserved communities.

This is an exciting program for us in the Bay
Area and we see a lot of opportunity, particularly on how we further the three "P"s of housing. We are reviewing the guidelines closely and we're prepare to submit comments. I will say we do have some concerns that achieving the full scope of the objectives is not aligned with the majority of the funding, given the eligibility constraints and you guys have covered that. So we share that concern.

We also have some concerns about some of the requirements that may make it difficult to achieve the objectives within the hard deadlines to encumber and expend the funds. So, for example, we'd like to confirm that for infill development-eligible activities, like pre-development work, environmental clearance, et cetera, that the guidelines only require completion of the eligible activity and do not require the that larger developments they serve must commence construction by June 2026. The guidelines are, we think, a little bit internally inconsistent on this point and we will get into more detail on that in our comment letter.

Lastly, you know, the outreach and metrics requirements in the guidelines are significant. We, of course, focus heavily on all of this in our SCSs. We do have some concern that those requirements may be a little over the top and could actually have some unintended
consequences for our communities in understanding what we are all trying to accomplish together.

But again, I want to thank you all and thank the staff for all the collaboration on this.

Thank you.

CTC VICE CHAIR GUARDINO: Matt, thank you. Is there anyone else, Justin, who would like to comment?

CTC STAFF: No, I see no other attendees indicating they wish to comment at this time.

CTC VICE CHAIR GUARDINO: Thank you.

And we are going to move on to our practitioner panel discussion, perspectives on regional transformation and partnership.

And Elizabeth Deakin Professor Emerita from the University of California, Berkeley, has graciously agreed to be our moderator today. I don't see Elizabeth in the room. I assume that Elizabeth is online.

CTC CLERK REMEDIOS: She was. She is online. She's self muted. Elizabeth.

CTC VICE CHAIR GUARDINO: Elizabeth, if you could take yourself off of mute.

CTC CLERK REMEDIOS: Yep.

ELIZABETH DEAKIN: I'm unmuted.

CTC VICE CHAIR GUARDINO: After 25 months, we
ELIZABETH DEAKIN: Can you hear me now?

CTC VICE CHAIR GUARDINO: Elizabeth, are you able to take yourself off of mute?

ELIZABETH DEAKIN: I am off mute.

CTC VICE CHAIR GUARDINO: Good. And again, if you could use your professor in a very large class room on the Cal Berkeley campus voice.

ELIZABETH DEAKIN: I'm using a very loud voice. Are you having trouble hearing me?

CTC VICE CHAIR GUARDINO: It's kind of a buzz. So, yes, if you -- if you use -- if you use a loud voice and speak maybe just a little more slowly, we should be fine. Elizabeth, we're going to turn this panel over to you, which is both in the room and remote.

ELIZABETH DEAKIN: Thank you very much for inviting me here today. We've heard this morning that California's State, regional, and local plans are ambitious and inspirational, but we're not achieving our goals for climate or goals for equity, or meeting air quality standards that protect public health and assure safety, or protecting the broader environment while delivering housing and economic prosperity at the same time. And we've also heard that we're running out of time on the climate change goals, and that the equity goals...
need action now, and not just talk.

    Clean vehicles and fuels will help, but they're not enough to get us to our goals, so what can we do? Transportation is provided by local, regional, State, and federal agencies, but it is also significantly depends on the choices made by private companies and individuals.

    Housing, and commercial, and industrial development can be assisted or impeded by government. But where to live, where to work, where to locate a business are heavily private decisions, so we need to find a way to get buy-in from everybody. Local proposals often have support from voters, although they cover so many decades in many cases, that the voters may no longer be with us, or they might want something different because conditions have changed over the years.

    So we clearly need to work together to make sure we're all on the same page for State goals to be achieved and we know we have to change, but change is hard and it's all too easy to put it off. And this is not a new thing. Sixteen hundred years ago, Saint Augustine said, "Lord, make me pure, but not today".

    The AB 285 reports that we led were aimed at identifying problems. And I want to add that we did them quickly. And we're Happy to hear about it, if we got some of the details wrong.
However, I would note that if we understood the amount of benefit from highway and operation projects proposed in the TP, it's most likely true as well for projects implemented earlier, it may mean that our gap is even bigger than we thought.

So we want to reiterate what Egon Terplan said earlier, which is that we really could use a consistent way of reporting on projects across the state, so that we can actually know what we're investing in and what's being accomplished.

And as my friend Dan Sperling said, we didn't get particularly specific on what to do. We didn't have the time or resources to do that, but more fundamentally, we didn't have a mandate to propose what to do and shouldn't do, so without the substantive engagement of all those would be affected.

And that's despite my having personally interviewed over 80 of you all for the reports. We did lag the need to develop specific implementation actions, but even more, to take another look at our institutional arrangements to review projects in the pipeline that might be actually setting us back or impeding our achievements, to strategize on how to use new federal and State lending opportunities to speed up the attainment of our shared goals. So there's clearly a lot of work to be done. And
I'm delighted to hear you beginning to talk about an action plan to get that work done.

So then the overarching question that I think this panel needs to address is what do we need to do differently? In the time available today, we're going to examine that. And we're going to do that from the perspectives of regional and local leaders, who actually have practical experience in trying to move forward with our goals.

So without further ado, let me introduce our panelists. With us today, we have James Corless, who's Executive Director of the Sacramento Area Council of Governments; Sarah Jepson, who's the Planning Director of the Southern California Association of Governments; Tony Boren, the Executive Director of the Fresno Council of Governments; Jim Schaad, the City Manager of the City of Marysville; and Kalieh Honish, who's the Long Range Transportation Planning Officer for the LA County Metropolitan Transportation Authority. So a good group of people with experience at the regional and local levels and with sales tax authority.

And so let's move right into some of the questions. That I'd like to pose.

First, let me go around and let each of our speakers in turn comment for just a minute or two on what
they see as some of the key issues that the reports have raised for them.

And James, why don't we start with you.

Hello, James.

JAMES CORLESS: Is that a prompt for me. Sorry.

I'm having a hard time here.

I'm happy to go whenever you want me to go.

ELIZABETH DEAKIN: Please go. Get started.

CTC VICE CHAIR GUARDINO: You can begin.

JAMES CORLESS: Okay. Do the best we can. So --

so we take this challenge incredibly seriously. SB 375 reducing greenhouse gas emissions, we have a 19 percent greenhouse gas reduction target in our six-county region. By the way, I represent six counties, 22 cities. You're sitting in one of them right now. But we know that we can't do it alone. We don't necessarily disagree with much of the overall findings of the AB 285 report. We all have a role to play and we can all do better.

When we thought about our last plan of reducing to 19 percent, we took it very seriously and we went to work, and in part of it we have transportation priorities and challenges to reduce vehicle miles traveled, to promote a more efficient and multi-modal ways of travel, methods of travel.

But our greenhouse gas reduction strategy is also
a housing strategy. Our greenhouse gas reduction strategy
is also an infill suburban revitalization, commercial
corridor revitalization, small town revitalization
strategy. So we went to work. We developed something we
were very proud of. I think you heard this morning about
our Green Means Go Program. Twenty-three of our 28 cities
and counties, including the City of Marysville. And Jim
Schaad here who's with me from the City of Marysville
City, Manager, have adopted green zones. Infill areas
with low VMT where they've committed to streamlining and
getting more development in housing and mixed use, then
they need help. We need help. We need more State grant
programs, better guidelines, more flexibility to -- in
order to be able to make sure that the City of Marysville
is a success.

The REAP 1.0 was a fantastic thing, and thank you
for that. In fact the REAP 1.0 money has helped the City
of Marysville do a downtown-specific plan to get more
housing, so the hospital in that -- in their city and
Beale Air Force Base can actually have people who live
right near they work -- where they work and reduce --
reduce VMT.

The REAP 2.0 grants, that you've just heard about
from HCD, we are going to use to stand up our Green Means
Go Program, so we can invest in infrastructure to make
actually a lot of our housing and our infill areas more robust. We're going to use that money to do community engagement and put an equity lens on a lot of the engagement in a lot of our communities that are distressed and disadvantaged, and under invested. That's what the REAP 1.0 money can do for us.

I know we're doing quick opening comments, so I will save a lot of our thoughts maybe for the discussion. But I would just say, having worked in the Bay Area for a long time and on the coasts, the one-size-fits-all approach does not work. And so what do I mean by that?

Well, I love transit and we want more transit. Frankly, in this region we need to just protect the transit we have and make sure we can keep it running and keep people riding it. But a TOD, a transit-oriented development, measure leaves out much of our region. We don't have frequent transit or high-density development in a lot of our places. What will also lower VMT. We happen to know that if we build housing in places all over our region, people will drive less.

I love the 15 minute neighborhood idea, but a 10-minute drive also has low VMT and has a lot of benefits. And we need to invest in those places, because we know they're ready to work, they're ready to partner. REAP 1.0 and 2.0 is a great example of that. But I think
we need to loosen some of our State criteria, the
guidelines, be more flexible, allow us to rise to the
occasion, but to find those problems on our local terms,
and meet you for your State goals you're trying to
achieve, at a local level with iterative, short-term pilot
tests. And we're ready to do that. So thanks so much for
having us.

ELIZABETH DEAKIN: Thanks, James. Sarah, how
would you like to go do next. Maybe you could speak up.

SARAH JEPSON: Sure. Can you hear me okay?

ELIZABETH DEAKIN: Yes.

SARAH JEPSON: Okay. Great.

So, good afternoon everybody. My name is Sarah
Jepson and I'm the Planning Director at SCAG. And I've
been in this role now for about three years, but I have
been working on SB 375 since its inception. And, in fact,
I got my first job in California because of SB 375, not a
SCAG, but at Metro, where I was hired to develop the
Sustainability Program to better align transportation
investments with land use to help SCAG with the region's
first SCS. So I really appreciate this opportunity to be
a part of this panel conversation today, as we reflect on
the progress and the challenges of 375.

In 2009, there were a lot of conversations when
we were setting targets about what would be both ambitious
yet achievable. And from some of the comments today, you
know, I think there is concern that maybe we were aiming
too high. But I, having worked in this field for 10
years, am actually quite optimistic and see examples
across Southern California where the good planning that
you all have invested in has resulted in great projects
that are making our communities more livable.

I've seen a significant in the policy and funding
landscape to better align State funding programs with
climate goals. The CTC's active transportation program
has been tremendously impactful in the SCAG region, and it
continues to be oversubscribed. And I think more
importantly, it has inspired and supported most of our
cities to develop active transport -- active -- active
transportation plans that they now are funding with a mix
of federal, State, and importantly their own local funds.

SB 1 and the funding that it tied to a region's
ability to meet its greenhouse gas reduction targets has
also provided a significant carrot for continuing to align
our transportation plans with climate goals. And it
pushed SCAG in our last plan to introduce a variety of new
policies and strategies focused on using mobility
incentives and pricing to change our travel behaviors.

And most recently, the funding that the State
provided through REAP 1 for housing planning and policy
development in combination with the changes in State law and RHNA has laid the groundwork for Southern California to provide more capacity for housing near jobs and transit than the rest of the state combined.

And I appreciate that it was brought up this morning that MPOs are limited, in that the SCS does not require a local mandate. It doesn't have local jurisdictions update their plans or zones -- zoning codes, but RHNA does have a -- have that requirement. And the update of the plans in zoning that is going to be required in our local agencies to implement our RHNA is also a key measure to implement our plan, because of the tie between the two.

Our Regional Housing Needs Allocation plan certainly pushes the boundaries of what is ambitious yet achievable. But in taking this bold action, many of the leaders in our regional counsel acknowledge that housing policy is climate policy, and challenge their own cities to roll up their sleeves and work with the public to update their housing elements to facilitate infill development.

Over the last 10 years, our region has not only wrestled with where and how to access more funds, but also where we need to spend and build less. Several major capacity increasing projects, like the 710 north expansion
and high desert corridor were removed from our plans. And our county transportation commissions have been really forward thinking about how to leverage transportation mitigation funds to conserve critical habitats and preserve land through regional advanced mitigation programs that align and support our regional growth vision.

So despite the significant progress, we all recognize that changing travel behavior, at the scale we need here, is very difficult. You know, 95 percent of our housing was built before SB 375 was even adopted. So to change these travel behaviors as change in the built environment is very slow -- slow can be extremely challenging.

But we feel like we're headed in the right direction and really appreciate the additional support we're now getting and look forward to the collaboration with the State to figure out how we accelerate our progress.

Thank you, Sarah.

Tony, would you like to go, next please.

TONY BOREN: Thank you. Again, thanks for this opportunity everyone. I'm Tony Boren, the Executive Director of the Fresno Council of Governments. But my comments today, I'm really representing the eight San
Joaquin Valley COGs and the 4.2 million people that we represent, eight counties, 62 incorporated cities. So my comments will try to capture all of that, because the reality is that from north to south, we're all unique in our own way, right, depending on your values. A lot of it has to do with your population, the values that you're community may hold.

For example, Madera County is a much different environment physically in terms of the topography, the landscape, et cetera. So people who live in Madera County have a different set of values than maybe someone who lives in Fresno County, which is much more urbanized shall we say. So I just wanted to kind of put that into context.

So with regards to my comments, I'll be brief in these opening comments and get into them in a little more depth.

But one of the concerns we have --

CTC VICE CHAIR GUARDINO: Tony, I hate to --

Tony, I had to interrupt, but we want to hear every word. Could you speak a little more slowly --

TONY BOREN: Okay. How is --

CTC VICE CHAIR GUARDINO: -- and just a little bit slower pace, and maybe just with a little more volume.

TONY BOREN: Okay. How is my volume now? Is
that better?

CTC VICE CHAIR GUARDINO: The volume doesn't sound change, but if you could go at a pace more like this.

TONY BOREN: Okay. I can do that.

Okay. So first thing that I would want to emphasize is that 375, it was a beginning -- it was a start, right? But for all intents and purposes, it really served as kind of an advisory document to our member agencies, right? They submit plans that basically identify that, yeah, we will meet our greenhouse targets at a planning level, but then there becomes, okay, now what?

Now, each of our member agencies has to go out there and actually construct infill housing, or whatever it may be. And then that's when it becomes challenging. And depending on the size of the region that you live in, it can be even more challenging.

For example, we're the largest COG in the valley. And so we've had some success with infill development, but it hasn't come without its challenges. If you plan on developing infill projects, you better assume that you're going to need to increase the size of your sewer and water pipes, because they're likely to be 75, 80 years old. So if you try to put higher density there, that's going to be
a cost. Who's going to fund that cost, the private side, the public side?

We have a measure that has money specifically for TOD projects. So we've tried to address that here in Fresno COG, but it's kind of unique to each of the individual COGs and their size agency.

One of the things that also -- and this goes to 375, and what I think we refer to in the business as this integration of transportation, land use, housing, and air quality, right? I think we'd all agree our lives used to be a lot easier when everything was in a silo, because then everyone sort of had their specific lane. But as time marched on, we realized that didn't make sense from a statewide cumulative perspective. So now we're trying to bring -- kind of blend all these silos, and that's where it becomes challenging, because some of our member agencies at the COG level they don't want to get into land use issues at that regional level. They're content with the local land use decisions being made at the local level by their council people and their supervisors. So that's -- that's an ongoing concern.

Self help perspective. There is a concern that when we talk about pipeline projects, these are pipeline projects that have been in a sales tax measure, let's say. And as we know, it may take six to seven years to get to
construction.

So if we're talking about reevaluating a project that's already three-quarters of the way down the pipeline, there's a reality that we some significant sunk costs in those projects already. And these are projects that two-thirds of the voters in Fresno County supported. So again, that would be something to consider if we had to go back and reevaluate, that would likely cause delays to the project, increased costs. So there would be some real issues there. I would suspect there would be a legal challenge by a lot of the self help counties.

One other thought that we had is that in terms of the review of the pipeline projects that we said, who would -- who would be conducting that review? Would it be a statewide body, or would it ideally hopefully be some people from Sacramento, people from the local agencies, regional agencies? So again, the result of that review would have a lot to do with who's involved in that process.

So I'll stop right there for now and turn it over to our next speaker.

ELIZABETH DEAKEYN: So our next speaker is Jim Schaad from the City of Marysville. So we have a local participant here too.

Jim.
I'm not hearing Jim. Are other people hearing him?

JIM SCHAAD: You cannot hear me?

ELIZABETH DEAKIN: Okay. Now, I'm hearing him.

CTC VICE CHAIR GUARDINO: It seem that -- it seems that the people in the room can hear Jim in the room quite well. And it may be having some challenges -- they can hear now. Good. Let's take it down to the. Jim, go

JIM SCHAAD: All right. I thought I would -- I thought I would talk a little bit about Marysville first. It's quaint little community, just north of Sacramento, about 12,000 people, and a very compact community, about 3.6 square miles. And it's that way because it is surrounded by levees and does not have the opportunity to grow. And it makes the city unique in that we cannot grow out. We have to grow up or grow within.

Another fact about Marysville is it's -- it has some of the lowest VMTs within the Sacramento area. And that's not necessarily because of high mass transit. It's really just the compact nature of the community where people can get from one point to the other very quickly. And most everything needed for the community is contained within that small footprint.

What Marysville really needs is economic development. And that's one of my major tasks for the
City. We've also found that our major employers, one of their biggest challenges is employ -- or is housing their employees.

We have a large hospital. We've talked to them. Very interested in housing. And so that is also one of our major goals. So our remedy is not likely more transit within the community. It's more how do we provide more housing in a limited footprint? And we have been working very hard to move that forward.

What that would do from a climate change perspective is it would continue to keep our vehicle miles traveled low and it would allow our employers, staff not to have to travel or commute outside of the city for housing.

To jump-start the effort, we had to receive the largest REAP grant awarded within the SACOG region, and with the goal of streamlining construction on small lots, infill, mixed use, and multi-unit housing, we're using that funding to do a specific plan for pretty much all of our downtown area.

We've designated that entire area as a green zone under SACOG's Green Means Go Program, and we'll hope -- we're hopeful that we will receive some REAP 2.0 funding for implementation, particularly in the area of upgrading infrastructure, such as sewer, stormwater, and other
utilities.

We're also very happy to be participating in the commuter rail -- the State commuter rail program. There is an effort to run commuter rail up into the Chico area. And that would pass through our community, and we would see a station there as providing a very good benefit economically and will help revitalize our downtown area, as well as provide those who can't live in Marysville an opportunity to commute to other areas.

So to summarize, if you truly want to make State policy on housing and climate, change work, and simultaneously help us spark revitalization in our community, we need State programs that will work for us. We're excited about the REAP 2.0 program, but we need grants that will be more flexible and will work for us as a community.

Thank you.

ELIZABETH DEAKIN: Thanks, Jim. Kalieh Honish is our last speaker in this round. And, Kalieh, can you just jump right in.

KALIEH HONISH: I sure will. I hope you can hear me. I will talk loudly and slowly. I'm Kalieh Honish from Metro. And as many of you already know, the Los Angeles County Metropolitan Transportation Authority, aka Metro, has broad responsibilities in what we consider to
be one of the most complex urban regions, right, in the
nation. We are also at the heart of the most congested
region. We have some of the most challenging air quality
situations for the country. So we have all of those
needs, plus what metro deems to be very compelling equity
needs in our region, based on historic disinvestment, and
all of the demographics that go along with the need for
more equity.

   Earlier today, it was discussed that most
agencies have significant investment plans in place. And
I will talk only briefly about that for metro. That's
something that we could go on and on about. During the
comments, I believe self-help county coalitions spoke.
And we are one of those self-help counties. And there are
24. And they make up 80 -- 88 percent of Californians
live in one of those counties. So that's where local
sales tax measures have been approved. We are one of
those counties with more than one such sales tax measure.
In 2016, we approved Measure M. And that was more than 71
percent of the votes voted yes.

   Those super majorities are required for these
staff measures to be approved and with them come detailed
expenditure plans. So we consider those expenditure plans
to be mandates for us. This was a ground-up part --
grounds-up partnership that we took with our local
stakeholders in developing those projects and those expenditures as part of that. And it was also an effort, at the time, to develop a long-range plan for the future. So it wasn't just about the expenditures and the investment, it was a comprehensive approach.

In terms of equity, it's a priority for Metro. We've taken a strong and active role in addressing equity historical inequities in our region in 2020, when we adopted our long-range plan. We not only defined what equity means from metro from our perspective as the agency taking a lead, not just on mobility, but other -- other opportunities that transportation can improve, but we also defined performance measures on how to -- how to evaluate what our investments and what our services are providing in the region, what that means in the communities that are most in need -- in need of equity?

So we look at where those investments could have the most important benefit. And so we want to not only continue that work, but we want to see how those funding priorities from the State and others will align with that. So we want to make sure that the funding priorities match with the terms that we think are most beneficial for equity investment.

We -- we are heavily investing in transit expansion, as I mentioned. It's part of our Measure M.
It's certainly part of our long-range plan, and it's been measured -- it's been mentioned as part of SCAG's investment, but we need other mechanisms as part of transit expansion to -- to leverage those investments and to see how we can maximize the goals of the state in terms of the shifts that we're looking to. It's not just about housing. It's not just about sustainability. It's not just about equity. It's how all of those things come together.

And from Metro's perspective, like SCAG's as I mentioned, we have our limitations in terms of highways expansion. We need to better manage the capacity that we have. Like I said, we need to leverage those investments. And part of that is what we know is already an effective measurement, which is pricing. So we know we've studied it. We modeled it. We certainly demonstrated. Metro is coming up on the 10-year anniversary for their express lanes programs. It's been very successful.

It's exceeded our goals for reducing congestion and improving air quality. And it's increasing transit ridership and that's the type of thing that we have to see part of in the future. So these are things that all have to work together and they have to work together to support our plans that are in place. Because we have these planned investments, and while we discuss reexamining
them, we also have to recognize how much is involved, what we mean when we say reexamine them, because the investments all have a lot of meaning and purpose for these local contexts for Metro. This is something that we worked with all of our stakeholders to develop. And so we need to make sure that as we move forward that the State is empowering local agencies to continue these plans when they're going to see these very important benefits.

ELIZABETH DEAKIN: Okay. Thank you. We had a set of questions that are at the end of my comments in the -- in the chat that I hope you can see.

I think we covered the first one, which is what the plans mean in your local contexts. And I think there's some issues that became very clear there that there are differences in both what you can do and what issues you're facing in trying to implement your plans. In particular, I made note that it's not just transportation funding but also sewer, and water, and other infrastructure funding that's often the critical issue for local governments. And that needs to be taken into account if we want to do infill development and really push forward with this.

And also that, you know, being respectful of voter preferences, and local preferences, and at the same time figuring out how to meet those State goals that I
think we all understand we need to make, climate goals and
equity goals in particular, but the other ones as well all
become challenges that we have to face.

How do you see that we would be able to -- to do
this best? What help do you need from the State? If you
could quickly kind of go do a round robin and let's go in
the same order we did before starting with James. If you
can list one or two things that you could use from the
State, could you just say that now and let's try to get
those on the table.

James.

ELIZABETH DEAKIN: Of, if we've lost James,
Sarah, do you want to go?

SARAH JEPSON: Sure, I'll jump in. Although I --
well I'll just jump in and then James can interrupt me if
he wants.

ELIZABETH DEAKIN: Well, if we can fix James --
fix James's audio.

SARAH JEPSON: So I think -- you know, the report
focused a lot on infrastructure spending. But one of the
things that's really important for us here is, and as
Kalieh would also mention is the operating funds. The
resources that we need to operate transit and we're in an
environment now, where I think that is even, you know,
more of a challenge than it has been in the past.
ELIZABETH DEAKIN: Right.

SARAH JEPSON: But figuring out how to better manage the system that we have also has to do with having the resources to operate transit, as well as those new services that we're hoping will complement transit. So as we move more to mobility as a service, and we're looking for seamless integration, so people can, you know, take a scooter, or take a Lyft to the station, and then hop on a train, hop on a bus, there's going to continue to need to be resources for the operations side of our shared mobility system that we are moving towards in Southern California.

I think the other thing that, you know, a highlight that builds off of what James said earlier is that -- and as I mentioned in my opening comments, the implementation of our RHNA and the ability to actually produce those housing units that we're planning for is really a key strategy for moving forward in a more sustainable way, and we need to have the infrastructure funding, and other types of incentives to really spur that private development that needs to happen down here. So I think that's one way our --

ELIZABETH DEAKIN: And do you mean -- you mean all the infrastructure not just the transportation infrastructure, right?
SARAH JEPSON: All the -- all the housing support
of infrastructure, that is going to be --

ELIZABETH DEAKIN: Okay.

SARAH JEPSON: -- need to be in place to
accommodate more growth.

ELIZABETH DEAKIN: James, can we come back to
you? Have we fixed your audio. If not, Tony, do you want
to jump in?

TONY BOREN: Similar to Sarah, that money, right?
And again, that money idea that would be targeted to
infill types of projects -- (inaudible) just don't have
the funds to (inaudible). There's still going to be --
look at infrastructure requirements will be necessary and
where will that money come from? Once upon a time, when
we had the redevelopment agencies, that was kind of a very
focused effort on trying to help improve downtowns.
That's no longer with us. So I'd like to find some source
to backfill it, because that was one of the very real
benefits of the redevelopment portion.

ELIZABETH DEAKIN: Okay. So that's another
way -- another that we possibly could rethink how we're
funding some.

Kalieh, do you want to go?

KALIEH HONISH: Sure. I know there's some audio
problems. Hope you can hear me. Obviously, as a
transportation agency, we're going to advocate for funding for transportation. And that's going to be in alignment with the goals for the State and the local region. And I would just remind people of the benefits of transportation in terms of locating people to infrastructure. So in our current expenditure plan, we go from having 80 percent of our population within a 10-minute walk to high quality transit or PRT to more than doubling that to 21 percent of the population. The same thing happens with job location for a 10-minute walk, it goes from being 16 percent to 36 percent. So transportation can be a huge driver.

ELIZABETH DEAKER: Okay. So -- and I think you said something that I want to underscore, not just housing, but it's also jobs that you're thinking about, and there's an economic development coordination piece of that in the transportation arena.

KALIEH HONISH: Right. Which from our perspective it's connection, right, to whether the mobility is driving economics benefits or improving equity. It's the -- connecting those opportunities.

ELIZABETH DEAKER: Making those connections.

Great. Thank you.

James.

JAMES CORLESS: Okay. Can you hear me? All right. So three things, three things. I mentioned a
little bit that we have the criteria like adjacent
transit. There's a lot of communities like Marysville
that Jim spoke of, right, that we're missing. We're
missing huge opportunities. So it's not to say that ToD
isn't important. It is. (inaudible) more transit. We
want that. But ask us if the VMT -- we monitor VMT, ask
us if places in the strategy that will reduce VMT. We'll
give you a lot of our ideas, a lot more options. So
that's a State criteria that need to be changed and more
flexible.

Number two, we started this effort on Green Means
Go about three years ago. And the State first responds to
us, well, we have the infill structure. We're not
(inaudible). It has infill and infrastructure in the
title, so why not just apply for that.

The fact of the matter is our really important
localities around our region would not follow that. They
don't even bother submitting and application, so you
didn't know that we have a problem with that criteria,
because the application never shows up, because the
criteria is written in a way that our communities fall
(inaudible).

And that's the third point, which is (inaudible)
focuses as last money in. Just like the ITIP conversation
we had last month at CTC. We can't just -- everybody
can't be the last money in. Everybody can't be the last money in. You need to put patient money down. You need to take risks. We need to be your gatekeeper about those risk. We need early money. We need patient capital, right, because if we don't have that, we will not spark the kind of product type I think all up and down inland California that we need, which is what Marysville is trying to get, that many, many other communities are trying to get. So -- and that goes to the (inaudible).

ELIZABETH DEAKIN: So it's not just a question of expanding what you're doing, you're loosening up the criteria, but actually of also expanding the program, so a lot more people would be eligible, I take it. Is that -- that a fair statement?

JAMES CORLESS: Yeah, I --

ELIZABETH DEAKIN: Jim, would you like to -- like to speak now. Jim Schaad.

JIM SCHAAD: Sure. I think many of my thoughts have already been covered. I do think that different communities have different needs --

(Multiple voices)

JIM SCHAAD: -- (inaudible) solution, specifically the (inaudible) went through some ToD (inaudible), in my previous employment.

(Multiple voices.)
JIM SCHAAD: And in the case of Marysville as an example, I would submit we need WOD, or work-oriented development. There's no benefit to building near our transit versus building near the work centers that are right there. So I think that would be a (inaudible) precedent an example of the flexibility that we need in gainfully.

Along those lines, I think, you know, that have a fairer playing field, I'm always interested in results-oriented focus, meaning okay, if we can reduce VMTs in a different manner or provide housing that provides for a workforce or low income community in a different manner, that should be considered.

ELIZABETH DEAKIN: So I'm mindful of our time and we want to leave opportunities for questions. So one more round, and if you could just go quickly through this round in the order in which we started, do you see any real issues or barriers that you're facing in trying to align your local or regional visions with the State vision? And do you see any opportunities for doing that with the new federal and State money that we're all hoping will become available in California.

James, do you want to start?

JAMES CORLESS: Sure. Happy to start. This goes to my last point, which is -- which is we can't always be
last money in. For a long time, we completely understand why that made a lot of sense, right? The state, in some ways, was the last -- was the last place that you would come. We'd building our funding stack. We'd come to you for the last money in. A hundred billion dollars in federal competitive grants means we've got to be able to put -- rethink our State process to put money in on some of it and be competitive for those federal grants, right? So that helps us not try to have that -- if we could -- if we could use those -- the fund sources as leverage.

The second thing I'd say, which maybe isn't a State issue, but I was going to call some federal agencies this week, we've never had a better problem on having so many federal funds available for California. And I know there's efforts on these, so I'm saying that this -- we are all working towards this, right? We have to be strategic. We have to have priorities. We have to understand what it means to have transportation projects that reduce carbon emissions, that tackle inequities and racial equities that really truly improve safety, right?

That's the sort of triple bottom line approach.

And none of us are there yet. We're not perfect on this, but I think there's a role for the regions and the MPOs to help put the best projects forward, also maybe as a gatekeeper a little bit, because frankly the Feds are
about to get inundated with applications on all of these successive programs.

ELIZABETH DEAKIN: Okay. Good points.
Sarah, do you want to go next.

SARAH JEPSON: Sure. You know, I've already touched on some of our major funding priorities, but other program that I'll just mention that we're excited about is, you know, at the federal level all the resources that are being dedicated to broadband and building out the broadband network. We've done some studies in the SCAG region that suggest that region wide, if we are able to build out the network, that it could yield about a 15 percent reduction in VMT.

So, you know, we're continuing to look, you know, in our very urban areas, where we're, you know, looking at transit access, and improved walkability. We know that the access to broadband and being able to access jobs more remotely, as well as all those services that you -- you have on a day-to-day basis, that to provide broadband could be a key part of our strategy down here. So we think that's an important new resources and are looking forward with our -- to work with our jurisdictions to access those funds.

ELIZABETH DEAKIN: Yeah, that -- another -- another form of infrastructure that really could make a
difference.

Tony.

TONY BOREN: Is it my belief that if -- if we're (inaudible) of this, we're going to have to re -- completely reconfigure the planning process, because right now, for example, the California Transportation Plan, it's -- you know, it's an aspirational document. But in terms of its day-to-day impact on what we do at the regional level, it's really not a consideration. And now -- now, the State wants it to be much more of a consideration, and they want it to sort of serve as an aspirational document for all of the regions. And we're going to have to reconfigure and set up a process.

I came from the land use background. So at a local level, your specific plans, your community plans they all have to line up with the general plan, right? That's the only way that things sort of makes work. Plan the work. Work the plan.

But in this case in the transportation world, we don't -- they all don't line up. So I would say that's probably the most important thing is getting our arms around what that would take, if this is to occur.

ELIZABETH DEAKIN: So if we're actually going to take that recommendation that's in that report, that we go to at least having an alternative that's fiscally
constrained and maybe legally constrained as well that takes a lot of thinking and discussion about what that would be.

TONY BOREN: Absolutely.

ELIZABETH DEAKIN: Yeah. Okay. Jim, from a local perspective, what would -- what would you say?

JIM SCHAAD: I'm constrained related to housing. And we have been striving to meet the RHNA goals. And we recently just completed -- or we're in construction of a 71-unit low-income complex, which is all (inaudible) in some people (inaudible) for a city as (inaudible)

Thought we are doing very well, but we're asked to do more in our housing element and that's somewhat problematic, in that we obviously need market rate housing too and that's what drives our economy. So I think there could be some more robust communication between the local agencies and some of the State agencies just to work through plans that that would better suit hopefully all the jurisdictions and the State goals.

ELIZABETH DEAKIN: Okay. Thanks. And Kalieh, last words on this.

KALIEH HONISH: Well, in terms of I think what Tony said about a constrained point is really important. We spend a lot of time doing long-range planning that feeds into these requirements, that prioritize the funding
we know that we're going to get, and then trying to fit them into the more aspirational goals is a heavy lift for us. And in some cases, we get dinged for it. Like when you know that the State wants you to achieve VMT reduction and you have a multi-billion dollar transit investment, but you're not going to get credit for that as VMT reduction because you already planned it. So I think we have to be really thoughtful about how these things marry up.

And I do think that, you know, there are situations where the constrained plans are -- because they take a long time, I know that it's hard to turn them. SO the State wants to make sure that we're not just pushing them forward, because we've already done them, but they also have to take into consideration what went into evaluating them, whether or not they were thoughtful, whether or not they do benefit the region, is the context appropriate.

So those are things that are very important to us. And as a transportation agency, you're one of the most shovel-ready entities there is as an infrastructure provider. So for that reason, we look for those types of requirements on funding, because we're ready to go with our projects. And so that -- that is something too that we would look for, as well as the other things we've
already discussed.

ELIZABETH DEAKIN: So we've heard a lot, I think, from this panel. We've heard that to try to implement the ambitious transportation, and housing, and economic development goals, environmental goals that the State has, equity goals, we need to think holistically about not just transportation and housing, but also economic development, and all the infrastructure that's needed to support that, which these days is not just sewer, and water, and wastewater, but also broadband.

We heard that we shouldn't be forgetting about operations costs, because operating money for transit is critically important, operating money for new mobility as a service options is going to be important, thinking about how to operate the highway -- street highway system in a more high-tech way is probably going to be another thing where we're going to need some investment.

We heard that we ought to think about broadening what we think about as appropriate places for infill and community development to include smaller towns and main streets, and not just the big cities and the core areas, and that there are opportunities that we shouldn't leave on the table, both because we can bring additional people in on this and create more opportunities for working and living in environmentally, and sound, and equitable ways,
but also it gives everybody a shared responsibility in
doing this.

    We heard we have to be careful about bringing the
public along, because a lot of voters have had a say about
the transportation and land use that they want. I think
we probably could have a whole longer -- much longer
discussion about that point and how to do that. But it
certainly raises some questions about how to evaluate
projects that have been planned for a long time and maybe
some investments have already been made toward moving them
forward, and -- or maybe using some of the money that
we're about to get to mitigate adverse impacts if they
have both benefits and adverse impacts of those projects.

    So with that, I want to say thank you to the
panelists. I've learned a lot listening to you all. And
I'm sure these discussions can continue to go on for a
very long time. And I'll stop there and see what
questions we have.

    Thanks

    CTC VICE CHAIR GUARDINO: Elizabeth Deakin, thank
you. And to the James, Sarah, Tony, Jim Kaleih, thank you
not only for these substantive comments, but your patience
with the technological issues that we're facing today. We
do have some on the dais who would like to weigh-in. So
thank you all for staying online and we also have comment
cards from the public. We're going to go first with CTC Commissioner Darnell Grisby.

CTC COMMISSIONER GRISBY: Thank you. Thank you very much -- I almost said Madam Chair -- Vice Chair.

(Laughter.)

CTC COMMISSIONER GRISBY: (Inaudible) presentation. Really appreciate it.

So my question is around this communications question (inaudible) We know that most of the science (inaudible). The average driver does not understand how adding a lane could not help its situation.

Also, clearly the nomenclature that we use maybe interpreted as being punitive, such as terms like VMT taxes and (inaudible). These communications issues have global consequences. According to analysis of voter sentiment around Prop 6, which sought to appeal Prop 1 -- or SB 1, voters were (inaudible) in the Inland Empire on the report compared to their (Inaudible), which is another way of saying that they voted against -- voted for repeal more than anticipated. These voters were more likely to have impacts from long drives and lack of (inaudible) alternatives. Have we noted the answer to driving (inaudible), if that's doubled down on the existing paradigm which got us here.

So how are -- how are each of you messaging to
the public to better understanding regarding the upside
where we would like to go?

Thanks.

CTC VICE CHAIR GUARDINO: James Corless, I
noticed you reached for your microphone. Please.

JAMES CORLESS: Well, I want to start out. And
please understand when I'm speaking, I'm a huge fan of ToD
and transit, transportation, right, life long. Somebody
once said to me you know your problem with transportation,
you have a box around you (inaudible). You turn it around
(inaudible) people are expected to be excited about it.
That is one of our problems, right? We do not communicate
well. We do not connect well.

So when we we're worried about why the voters
don't see the value in certain things or the value
proposition of raising everyone's taxes, we have to do
better.

One thing I will say and this kind of gets to a
theme of that I wanted to impart today around price
signals and economics both in transportation and in land
use. We don't do enough of price signals and economic.

We had a really awesome, by the way, multi-agency
grant that we won from CalTrans. And thank you CalTrans.
Us, and SCAG and SANDAG, we're partnering on -- basically,
we're each taking a little bit of a pricing (inaudible)
and our approach of here in this region is could we provide people positive (inaudible). What -- how much would it take to get somebody to not drive to work. What would it take to get them on their bike for the day? And I bet you if we add it all up, that would be (inaudible).

So stay tuned, because I think we do talk about things in a punitive way and we think that it wouldn't -- we should at least understand the (inaudible) economics and the opportunity, right, to provide carrots in these things.

CTC VICE CHAIR GUARDINO: Would anyone else like to comment on Mr. Grisby's question before we move along?

Thank you. Go ahead.

CTC CLERK REMEDIOS: Sarah, go ahead.

SARAH JEPSON: Oh. I would just add in support, some of what James is saying with the mobility incentives and playing on the incentives side. One of the pilot projects down here in the City of Los Angeles is a universal basic mobility pilot, where you -- you know, you got a card with a certain amount of credits on it and you can use it for transit for a car share, for a variety of, you know, other types of mobility services. So, you know, again, it's -- it's encouraging you to take more sustainable forms of transportation, but it's more of an incentive than a penalty.
I think the other thing that, you know, has been a success down here that Kalieh mentioned is our express lanes program. You know, they've introduced pricing in a way where you have other options. And also the revenues that are being generated from pricing are really benefiting those communities in the corridor. So they now have a more sustained source of operating funds for the transit system. There's a certain amount of funding from that corridor that's going into active transportation improvement.

So, you know, I think as we have more of these examples and we, you know, start talking about pricing as a way of -- you know, in communities where there are options, we want to, you know, incentivize you to take those options, we'll be able to make more ground on this discussion. When we just talk about it, you know, regionally or statewide in very broad concepts, I think it is very difficult to explain to the public, and, you know, they feel like they're being penalized for driving, which in -- in a lot of our communities is the way that people access the economy and all the benefits of that, that we have in our region. So it's something we continue to work on, but I think we work on it by having good examples and pilots that show the benefits of it.

CTC VICE CHAIR GUARDINO: Sarah, thank you. We
have so many people who'd like to weigh in, if it is okay with our panel since we've heard from James and Sarah on that question, we'll move to CARB Member Davina Hurt.

CARB BOARD MEMBER HURT: Thank you, Vice Chair. Thank you all for the presentation. I really wanted to hear your opinion and take on where we are.

One of my big questions is around equity. We've heard a lot about equity -- through an equity lens. And I'd like to know what that looks like and what are the companion actions for implementation of all the things that we've been talking about, all the goals that we have? You know, and what are those best practices that can be replicated in other communities. And on top of that, are we asking the most impacted (inaudible) or are we telling them?

JAMES CORLESS: I'll start. I've love to hear from my fellow panelists as well. Again, I think maybe from the -- as I said earlier, I don't think we're doing nearly enough. We are not asking the right questions to the right people. We're not -- we don't -- we're not good at this. We're nota -- sorry, but we're not really good at engaging a lot of communities in these color-impacted communities, right?

So we -- our Board has been on a journey the last two years. We just adopted a State (inaudible) commitment
to process these counties, which was not easy at all. We are starting and engaging power to implement programs with some planning money (inaudible) six counties into those communities that really have not been at the table before.

So we're very mindful of engagement and also working with (inaudible) never had to do this who's frankly (inaudible).

I think the other thing I would say is we -- I know -- I know the State, and CalSTA, and others are doing a lot of stuff around metrics and data, right? So there's two pieces in my mind. One is a process question and (inaudible). The other is what kind of data can we bring to bear that actually does have some precedence with communities around equity (inaudible), because the thing that we've been using, I think, a little bit too much is a project (inaudible) --

(Multiple voices.)

JAMES CORLESS: It doesn't necessarily mean (Inaudible.) So -- and as I remind our (inaudible) all the time, look, we're being -- we are going to be asked this question by the federal government, right now all of our --

(Multiple voices.)

JAMES CORLESS: (Inaudible) -- including engagement. We cannot check a box, or pretend that we --
(inaudible)

(Multiple voices.)

JAMES CORLESS: -- an answer to it, right? We've got to have a genuine response with that. And I think we do have do more.

CTC VICE CHAIR GUARDINO: Would any of our other panelists like to respond to Davina's question and comments?

KALIEH HONISH: Hi. I can tell you that LA County or what Metro did specifically in terms of addressing our equity needs from a long-range planning perspective and how we're moving forward. Recognizing first that LA County is predominantly non-white. We're 75 percent non-white, you know, various communities of color. And we're very poor for a lot of counties within the state with about a quarter of us having households below $25,000.

So finding the communities within that paradigm that are most in need of equity is really tuning those dials, because when you have finite resources, you can't say everyone in need of equity gets something, because that's not how equity works.

So what we did was look at communities of color, low income, transit dependent throughout the county, and say, all right, what -- what do those households look
like. And if we were going to, say, focus our investments on the 30 percent of the population that is most low income, most transit dependent, and most concentrated in non-white communities, how would we measure our -- our -- the benefits of our investment?

So we put those tools and those measurements and definitions into our plan. It didn't mean we changed our investments at that point, because, as I mentioned earlier, we had this voter mandate for Measure M and we had this very specific expenditure plan, but it does mean moving forward that not only will we measure our investments, but when additional resources become available, or if resource -- resources that we have become more restrictive, then we have to look first to those equity impacts before we reevaluate.

And the other thing that we have is we've created an Office of Equity and race within Metro, where we have an Equity Officer who's taking the work that we did in the long-range plan and adopted in 2020. And she's refining that tool and further adapting it for all aspects of Metro investment, whether that's service, whether that's capital investments, whether that's fare programs, whatever that means, and she's creating a range of equity measurements and tools for moving forward to make sure that metro is committed to this effort and that it's evolving over time.
CTC VICE CHAIR GUARDINO: Kaleih, thank you. We have so many -- so many people on the dais who'd like to ask questions and a long queue of members of the public as well.

We're going to go to immediate past CTC Chair Hilary Norton.

CTC COMMISSIONER NORTON: Thank you so much. And I just wanted to talk about shared benefits and the opportunity for this sort of virtuous cycle, because I think you really touched on some great things there.

You talked about the enhanced infrastructure finance districts and the ways that increases in real estate can help also identify and dedicate sources of affordable housing money, and that congestion pricing and express lanes could identify funds that could be used further and further for transit operations, which are very, very scarce.

I wanted to ask you about how you are investing in those cycles those -- those virtuous cycles and also to look at how do we address the opportunity for upward mobility? I'm very concerned in our opportunities here to talk about housing, that we are going to have a problem with the missing middle. And that is that, you know, last century, when we had the opportunity with IIJA-type funding when we created the WPA, that was an opportunity
to invest large amounts of infrastructure dollars into
giving people a good paying job, moving them off and into
union labor, and having them have this great amount of
prosperity in place.

Now, because we're really investing in housing
(Inaudible), low-income housing, and then pretty much high
income housing, what I'm hearing around the state is that
people are concerned that if they take some of these great
jobs that are being offered, that they're going to then
make too much money to stay in the housing that they have.
And they're going to have to go out to very far away and
be part of those super commuters that can't afford to live
close to where they work, and are going to be the
drivers -- reluctant drivers rather than people who are
getting that leg up in that prosperity mode.

So I wanted to ask you about again this virtuous
cycles, but also how are you making sure that people are
also going to be able to find housing for that missing
middle, so that they can take the jobs that are going to
be offered as part of the huge amounts of money that we're
going to have from the federal government and the State
government, and make sure that that doesn't then force
them to move far away, because, as I was saying Vice Chair
Alvarado was talking about the fact that it was his
members -- his union members, that were the super
commuters driving in their trucks, because they could not afford to continue to own a house nearby.

Thanks.

CTC VICE CHAIR GUARDINO: Do we have a couple of panelists who could respond to that. Grab that mic (inaudible).

JIM SCHAAD: I can -- I can -- I don't know if I have the answer, but I saw that phenomenon 30 years ago in the Los Angeles area when I worked in manufacturing. We had people that had good paying union jobs within the Aerospace industry that were commuting all the way out to Palmdale, a two hour commute. And I -- I don't have an answer, but I do agree that we need to address providing affordable housing near the workplace or easy access through transit or some type of transportation preferably mass transportation, and in doing so, provide some incentive for those to move out of the affordable housing and into a -- I guess, a less-than-affordable housing, but reasonable price range. I wish I had a solution.

JAMES CORLESS: And Commissioner Norton, we used our REAP 1.0 funds for a lot of our 28 jurisdictions to actually push on the missing (inaudible). And I would say there is a lot of (inaudible). I just want to make sure everybody understands, REAP 1.0 funds have gone into getting the housing element cycles (inaudible) zoning
So there is a lot of support for the missing middle. (Inaudible) were used. And the regional agencies, right, the MPOs and the COGs, are the perfect place to actually aggregate these kinds of interest, needs, and technical assistance, so -- but that doesn't mean it's going to get built. And that's one of our issues. I'll let other panelists ask -- or answer the virtuous cycle piece.

CTC VICE CHAIR GUARDINO: We have time for one other panelist. Would anyone like to weigh in?

JIM SCHAAD: Just to add on to -- to answer to your question more specifically, one of the strategies that we have been looking at and specific to Marysville, if we can build some market-rate housing in the downtown area near the hospital, we'll attract hospital employees, professional nurses, doctors, et cetera. And that delivers for one market.

But we're also hoping in East Marysville, which is more single-family residential to keep that in tact. And we know that that is an aging population in that area that may eventually move into assisted living or downsizing. And so the intention would be to keep that Marysville, East Marysville housing in tact for that missing middle type.
The question will be though is will the market drive that up out of the city's control to the point where it won't be affordable?

CTC VICE CHAIR GUARDINO: Let's hear from CARB Board Member Gideon Kracov.

CARB BOARD MEMBER KRACOV: Thank you. Commissioner Grisby had asked my question. So I don't have a question. But I do want to say this, because the sound system is working now.

(Laughter.)

CARB BOARD MEMBER KRACOV: The SB 375 VMT challenge is a big one. But if we can tackle it with the perseverance, can-do attitude of our technical staff today, we're going to do great. This was a challenge. Thank you very much, folks. We appreciate it.

CTC VICE CHAIR GUARDINO: Gideon, thank you. Dan Sperling and then we have lost of questions from the public.

CARB BOARD MEMBER SPERLING: I'm going to be a little bit of a broken record here I'm going to say. You know, the report that was done by Professor Deakin, the discussion we had this morning, the discussion this afternoon has been great. You know, I think it's shed a lot of insight. But to be the broken record, I think that we can have tutorials, and discussions, and there's lots
of groups and lots of places for that to happen. This
group should be focused on action.

And so I suggest -- so I'm not sure exactly what
the best process moving forward is, but, you know,
certainly I think we should take advantage of Professor
Deakin, and James Corless, and some others, as well as our
staffs, and some of our Board members. But, you know,
we've been debating and discussing this for decades, as I
said. You know some of the issues have changed a little
bit. You know, we're putting more emphasis and we
understand the equity issues much better. And we did
the -- you know, the underserved communities, but, you
know, fundamentally, when I was in graduate school 40
years ago, we were talking about the same thing.

ELIZABETH DEAKIN: Yep.

CARB BOARD MEMBER SPERLING: So thank you. And I
am please the technology is working, so I do now. I might
have missed some of the conversations earlier, while
others are on the Board, but I think we're ready to move
forward.

CTC VICE CHAIR GUARDINO: Dr. Sperling, thank
you. But my takeaway from your comments is you really
should have solved this 40 years ago.

(Laughter.)

CTC VICE CHAIR GUARDINO: We have --
CARB BOARD MEMBER SPERLING: I would note that Professor Deakin and I were together 40 years ago. And I think we did come up with many of the solutions.

ELIZABETH DEAKeIN: (Thumbs up).

CTC VICE CHAIR GUARDINO: Great. We have one other commissioner who would like to weigh in before we go to our public comments, Jon Rocco Davis.

Rocco.

CTC COMMISSIONER DAVIS: Thank you, Vice Chair. I just wanted to really take the opportunity to thank this panel for this presentation. I think far too often we have politicians who pass bills, we have commissions and boards that pass policies, and practitioners are then forced to figure out how to make it work.

And I appreciate the comments. I appreciate the work that you do. And I appreciate the fact that you reminded everybody that infrastructure is not just the bike lane, or the HOV lane, or, you know, any of -- any of those types things. There's other pieces that go into that. And as you're calcu -- doing your calculations for future projects, you need to figure out how you're going to electrify your entire system also, which is a cost that we hear a lot about. We're going to have to get, so that we can meet our climate goals. But unless, you know, where the pot is at the end of the rainbow, I'm not sure
where all the money is going to come from. So I just want to thank all of you.

CTC VICE CHAIR GUARDINO: ...(inaudible) part of the room, so I'm going to ask them if they are ready to come forward, so we can be as efficient with time as possible.

We'll hear from Maura Twomey with AMBAG, the Association of Monterey Bay Area Governments first. And if Dawn is also in the room, Dawn Vetesse. Forgive me if I've pronounced that incorrectly with SANDAG.

MAURA TWOMEY: Is it on? Yes.

Good afternoon. I'm Maura Twomey with the Association of Monterey Bay Area Governments, which is the MPO for Monterey, Santa Cruz, and San Benito counties.

First, I want to thank the Strategic Growth Council and UC ITS studies for their work on the AB 285 report. AMBAG concurs with many of the findings, particularly the need for better alignment of State goals, the need for a fiscal analysis of State policies, and the recognition of the challenges MPOs face in implementing the Sustainable Communities Strategies.

I'd also like to offer some perspective on some of the issues raised in the report. First, I think it's important to note that the MPOs review and reevaluate the need and priority for the proposed projects every four
years as part of our RTP SCS process. This reevaluation is completed through an extensive public process, which identifies the region's needs and priorities, and culminates in a plan which balances the unique and diverse transportation needs of each region, while meeting State goals. In addition, the plan is subject to a CEQA analysis, and State and federal agency review and approval. It's also important to understand that the regional TPs do not include all regional projects, nor do the TPs clearly identify the nature of all improvements. Projects on a highway corridor are identified as highway projects, regardless of the nature of the actual improvement. For example, in AMBAG region, the Watsonville to Santa Cruz multi-modal corridor project is listed as a highway project in the TP, even though the project focuses on the transit and active transportation improvements, including a bus line shoulder priority lane, 23 priority transit intersections, five miles of protected bike lanes, and multiple bike-ped safety overcrossings. Finally, it's important to recognize the rural nature of much of the state and the unique transportation challenges of rural regions. Rural regions are impacted by the effects of climate change daily and clearly understand the need for immediate solutions. However, meeting our climate goals while also
addressing the critical priorities of safety, accessibility, economic opportunity, and equity in sparsely populated rural regions requires strategies and solutions that are different than those in densely populated urban regions.

AMBAG welcomes the opportunity to partner with the State to address the challenges highlighted in the report and develop contact-sensitive and fiscally-feasible solutions to meet our climate goals expeditiously.

Thank you.

CTC VICE CHAIR GUARDINO: Maura, thank you and it's always good to see you.

MAURA TWOMEY: Thank you for having us.

CTC VICE CHAIR GUARDINO: We're going to keep your five seconds that you left over. And thank you. And forgive me, if I did not pronounce your last name correctly. Is Dawn Vetesse?

DAWN VETESSE: Yes. Thanks.

CTC VICE CHAIR GUARDINO: All right. Thank you, Dawn. Your time doesn't start until you start.

DAWN VETESSE: Okay. Great. I'm with the San Diego Association of Governments. I'm here on behalf of our CEO Hasan Ikhrata and our team and thanks for the opportunity to speak today.

So almost a year ago, you three agencies met to
discuss the Draft Climate Action Plan for transportation infrastructure. And as was discussed then for us to be successful, it's critical that we not only all speak with one voice, but also make it one direction. Today's discussion is one more step in that direction.

We are really happy to see this conversation around aligning State plans and policies with our Regional Transportation Plans and provide more support for plan implementation. In the San Diego region, we have started a real policy debate around what it will take to achieve our goals. Our regional plan really forced us to look at those goals very closely. And while the plan passed, in order for it to be successful, we know we will need the State as our partner.

This means that together we have to align our goals and our plans around what is real, what is possible, and what is in our control. Plans for the regional or the State level have to truly be just more than words on paper. If we want to transform the future of mobility in California, we have to work together to advance the policies that will get us there.

We need to partner around and then compete to reach our targets. We need to use data to drive our decisions, and we also have to find a way to stretch out our funding programs so that regions have the flexibility
to do exactly what you want us to do. SANDAG is working harder than ever to integrate transportation and land use, housing, and the economy.

We are using our REAP funding to launch a brand new housing acceleration program that provides funding directly to our cities and county for technical assistance and infrastructure grants that will help us meet our RHNA commitments by building housing near transit and jobs. We're working with the private sector and the community to create mobility hubs around the region, neighborhood centers that cater to the needs and values of the people that live, work, and visit there.

The federal infrastructure funding and State surplus are huge opportunities for us to continue to carry out this vision, and we really look forward to continuing to partner with you all on this.

And just on a side note, I really wanted to applaud also the tenacity of your staffs here today. If we can all keep up that really, you know, strong, tenacious attitude, we can accomplish great things.

CTC VICE CHAIR GUARDINO: We agree and thank you, Dawn. I believe there may be one person online who would also like to speak, is that accurate?

CTC STAFF: We do have one virtual attendee looking to comment at this time. We have Sarkes Khachek.
CTC VICE CHAIR GUARDINO: Wonderful. Sarkes.

SARKES KHACHEK: Good afternoon. Can you hear me?

Can folks hear me?

(Head nods.)

SARKES KHACHEK: Okay. Thank you.

Good afternoon, Commissioners, ARB Board members, and HCD representatives. My name is Sarkes Khachek and I'm Director of Programming with the Santa Barbara County Association of Governments. We're the MPO for Santa Barbara County and we represent a small urban/rural region with the population less than 500,000. Also thanks to the will of our voters, we are one of the 25 self-help counties in California.

Our measure was approved with very strong support in 2008 with 79 percent support. Our measure helped provide critical local funds for priority State and local projects, including transit, rail, and active transportation. We would like to thank our State partners for the opportunity to provide the input today and thank you to SGC staff, Professor Deakin, and the UC ITS team for all their work.

I'd like to provide two points today. The first one is that while the AB 285 report provides thorough analysis of project programs that are implemented in our
regions, the reference to the Federal Transportation Improvement Program to demonstrate implementation of our projects, and how we plan on meeting State goals is not the best document.

Why? It's not the best document, because we program only federally funded or regionally significant projects in the FTIP and it only covers a four-year period. Not all projects in our region are in the FTIP document due to the level of administration required and resources required to update the TIP.

We have many other projects in our local sales tax measure representing millions of dollars that are going towards rail, transit, and bike-ped improvements that we fund and implement each year, but are not in our FTIP. However, we do look forward to providing additional information on those investments with our State partners to help tell the story of multi-modal investments in our region.

Second, SBCAG in partnership with the State have been delivering on multi-modal investments for decades, even before SB 375 and CAPTI were in place. Please give us time and resources to continue to partner with the state and our local stakeholders to deliver on those investments identified in our Sustainable Communities Strategies that will help meet the goals of CAPTI.
Please remember that one size does not fit all and that smaller, urban, and rural areas have needs for highway projects as part of our multi-modal strategy to help reduce congestion and to address safety, especially when major corridors, like Interstate 5, are closed to the traveling public. While we do have project -- highway projects, many of them are HOV lanes and so they're part of the bigger puzzle.

We are in this together and we look forward to delivering on multi-modal investments that meet local needs while addressing State goals of combating climate change and improving the needs of disadvantaged communities.

Thank you for all your work and for the continued partnership.

CTC VICE CHAIR GUARDINO: Thank you very much for dialing in. And you were right on time as well.

Elizabeth Deakin, would you like to make any closing comments for your panel.

ELIZABETH DEAKIN: I would just like to thank everybody for being with us and for some very thoughtful comments. I look forward to hearing more from you, if you have any comments on the reports. I'd also like to point out that in addition to the summary report, which became part of the SGC report, there are five working papers that
are available online that go into much more detail. And we'd love comments on those as well. So thank you, everybody. And I'll say good evening to you for now.

CTC VICE CHAIR GUARDINO: Professor Deakin, the next panel that we are going to ask you to moderate will be on what did you really think of Dan Sperling in grad school.

(Laughter.)

ELIZABETH DEAKIN: Dan and I have been friends for a very long time.

CTC VICE CHAIR GUARDINO: Wonderful. That's wonderful. Thank you all. What an outstanding panel under interesting circumstances as well. We appreciate your professionalism, your knowledge, and your substance today.

With that, we -- we are going to turn to Mitch Weiss, our Executive Director of the California Transportation Commission for some thoughts before we go again to public comment. And foreshadowing that event, we'd love also to hear from our colleague and partner Chair, Chair, Randolph before, we close off again as well.

Mitch.

CTC EXECUTIVE DIRECTOR WEISS: Thank you, Sir.

I guess I just want to real quickly go over some of the accomplishments that we've done and some of the
things we're currently working on, so everybody can see
what's coming out from it and how some of the things that
were talked about are moving forward.

Next slide, please.

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CTC EXECUTIVE DIRECTOR WEISS: The Commission is
in the process of updating the guidelines for our third
cycle of SB 1 competitive program funding. We're working
closely with CARB and HCD staff to utilize their expertise
related to air quality, climate and housing. And CARB and
HCD staff will also be invited to participate in the
project evaluation spring cycle.

Just one thing to follow up on something that
James Corless mentioned that we're going to be in
incorporating in these guidelines. James touched on
what's been a shift in federal funding over the years from
a -- from formulaic funding to states much more
competitive funding. And so it acknowledgement of that,
we are being much more flexible in our use of federal
funds and recognizing that federal funds want to be the
last dollar in. And we did this first in our active
transportation program guidelines, which we recently
adopted at the Commission and we'll be doing that in the
other competitive programs.

Next slide, please.
CTC EXECUTIVE DIRECTOR WEISS: At our last joint meeting, HCD provided an update on the Federal Housing Designation Program. As Tyrone Buckley mentioned earlier, HCD has been working its first prohousing jurisdictions in the City of Sacramento. Prohousing jurisdictions support local -- location-efficient and mixed use housing production.

Next slide, please.

CTC EXECUTIVE DIRECTOR WEISS: I'd like to touch on a topic that's of importance to all three of our agencies, sustainable freight. Last year, Governor Newsom signed SB 671 by Senator Gonzalez. SB 671 directs the Commission to develop a clean freight corridor efficiency assessment in coordination with other State agencies, including CARB. The Commission has held four workshops -- meetings to help inform which freight corridors to focus on, as well as the larger assessment.

Next slide, please.

CTC EXECUTIVE DIRECTOR WEISS: Lastly, I want to share with you some of our upcoming planning, funding, and regulatory efforts. For CARB, the 2022 Scoping Plan draft will be release in May 2022 and finalized in fall 2022.
The Draft SB 150 report will be available for public review and comment mid-April. The State Implementation Plan is coming out September 2022. And there are several upcoming zero-emission and criteria pollutant vehicle standards.

For HCD applications are due the end of June for the infill infrastructure grant program, which provides $250 million for local governments and developers. Advanced application and draft guidelines have been released for the REAP 2.0, which we've talked a lot about today. For the Commission, applications are due on June 15th for the 2023 Active Transportation Program. And we'll be releasing SB 1 competitive program draft guidelines in June with the final guidelines and call for projects anticipated in August. And lastly, our next Equity Advisory Roundtable meeting will be on April 29th.

With that, before I open it to any questions, which hopefully there are none, because I'll just turn it over to my colleagues to answer, I just wanted to -- for those on the dais, both here in person, and virtually, and those in the audience here, and personally I just want to apologize for all the challenges we've had. This is certainly not the experience we want to be providing and it doesn't provide that level of engagement that we strive to at the Commission. I want to thank our team who's been
working behind the scenes pretty much for the whole time here up until my time -- my time here. They finally got it working. But I really appreciate their effort for hours trying to figure what the right mix of getting us through this, and we will strive to do better in the future.

CTC VICE CHAIR GUARDINO: Mitch Weiss, thank you. And before a couple of closing remarks from myself and public comments, I'd just like to ask our partner, Chair Liane Randolph, if she has any comments.

CARB CHAIR RANDOLPH: All right. Thank you so much. I just want to extend my thanks to all the staff who worked very hard to put this meeting together and our technical folks who got us heard. I guess I just wanted to highlight that I think Mitch's summary really shows how much work happens between these meetings and how much the planning for these meetings really pushes coordination amongst the different agencies and the different staff, as they sort of reach out and talk about what we want to highlight, and what actions have been taken, and what actions are anticipated, so that they can make sure that we are all fully informed about all the great work that's happening on a day-to-day basis at both the State and local levels here in California.

And I think that there are some opportunities, as
I mentioned earlier, for our staff to kind of maybe huddle their respective staffs and think about some more specific action items, but I -- I really want to highlight the fact that these -- these meetings provide an opportunity to really more fully understand what is happening every single day to advance our State policy goals and try to further housing and transportation in the state of California, and achieving our climate goals.

So I just want to give a shout-out to the staff at HCD, and SGC, and CARB, and CTC, and everyone who puts in the time and effort every day to meet these goals. So with that, I'll turn it back to you, Vice Chair.

CTC VICE CHAIR GUARDINO: Well said. Thank you. Thank you, Chair Randolph.

We are going to open it up for public comment in just a moment, but other comments from the dais?

Dan, is your -- is your card vertical -- oh, okay. I just wanted to make sure.

Other comments from the dais?

Okay. And other comments from our CARB Board members or CTC Commissioners participating remotely?

Well, then before we close, I want to recognize and thank an amazing member of our CTC staff who played the lead in putting our agenda together today with substance, with depth, with thoughtfulness, and that's
Brigitte Driller. Brigitte, thank you very much.

(Applause.)

CTC VICE CHAIR GUARDINO: And again just want to thank and recognize for his years of impactful positive service for better air quality in our state, Richard Corey. Richard, thank you.

(Applause.)

CTC VICE CHAIR GUARDINO: Richard mentioned he lives about a mile and a half from here. The party is at his house upon adjournment.

(Laughter.)

CTC VICE CHAIR GUARDINO: Did I get that, Richard?

(Laughter.)

CTC VICE CHAIR GUARDINO: Well, then we're going to take back those nice words we said about you, Richard.

(Laughter.)

CTC VICE CHAIR GUARDINO: Is there any public comment either online or in the room before we adjourn today?

CTC STAFF: We don't have any public comment that's online.

CTC VICE CHAIR GUARDINO: We do not have any public comment online at this time.

Anybody public comment in the room?
Please note, for those of you who didn't think we could pull this off, we're going to adjourn 18 minutes early, to which I say, you're welcome.

We appreciate again your time, your patience, and your participation today. With that, this joint meeting of the Housing and Community Development Department, the California Air Resources Board, and the California Transportation Commission is adjourned.

(Thereupon the California Air Resources Board, California Transportation Commission, and California Department of Housing and Community Development meeting adjourned at 3:12 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 1st day of May, 2022.

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