

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

ZOOM PLATFORM

CALIFORNIA AIR RESOURCES BOARD
MARY D. NICHOLS CAMPUS
SOUTHERN CALIFORNIA HEADQUARTERS
HAAGEN-SMIT AUDITORIUM
4001 IOWA AVENUE
RIVERSIDE, CALIFORNIA

THURSDAY, NOVEMBER 3, 2022

9:06 A.M.

JAMES F. PETERS, CSR
CERTIFIED SHORTHAND REPORTER
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APPEARANCES

CARB BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

John Eisenhut

Senator Dean Florez

Davina Hurt

Gideon Kracov

Tania Pacheco-Werner, PhD

Barbara Riordan

Professor Daniel Sperling, PhD

Diane Takvorian

Supervisor Nora Vargas

CTC COMMISSIONERS:

Carl Guardino, Vice Chair

Jon Rocco Davis

Clarisa Reyes Falcon

Adonia Lugo, PhD

Joseph K. Lyou, PhD

Michelle Martinez

Hilary Norton

APPEARANCES CONTINUED

CALIFORNIA STATE TRANSPORTATION AGENCY:

Darwin Moosavi, Deputy Secretary

CARB STAFF:

Steven S. Cliff, PhD, Executive Officer

Edie Chang, Deputy Executive Officer, Planning, Freight
and Toxics

Chanell Fletcher, Deputy Executive Officer, Environmental
Justice

Annette Hebert, Deputy Executive Officer, Southern
California Headquarters & Mobile Source Compliance

Edna Murphy, Deputy Executive Officer, Internal Operations

Rajinder Sahota, Deputy Executive Officer, Climate Change
and Research

Craig Segall, Mobile Sources and Incentives

Ellen Peter, Chief Counsel

Analisa Bevan, Assistant Division Chief, Mobile Source
Control Division

Mario Cruz, Branch Chief, Climate Investments Branch,
Sustainable Transportation and Communities Division

Katie Estabrook, Board Clerk

Lindsay Garcia, Board Clerk

Katherine Garrison, Air Resources Engineer

Jennifer Gress, PhD, Division Chief, Sustainable
Transportation and Communities Division

Kristine Harrington, Board Clerk

APPEARANCES CONTINUED

CARB STAFF:

Josh Rosa, Staff Air Pollution Specialist, Climate Investments Benefits Section, Sustainable Transportation and Communities Division

CTC STAFF:

Mitch Weiss, Executive Director

Tanisha Taylor, Chief Deputy Director

Brigitte Driller, Assistant Deputy Director

Laura Pennebaker, Deputy Director of Transportation Planning

Brandy Flemming, Analyst

Doug Remedios, Clerk of the Commission

Hannah Walter, Associate Deputy Director

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
STAFF:

Gustavo Velasquez, Director

Megan Kirkeby, Deputy Director

Michael Coulom, Senior Innovation Manager

Karen Huynh, Specialist

Claudia Mildner, Manager

Tim Parham, Manager

Natalie Parra-Henry, Specialist

Sarah Poss, Chief, Policy and Program Support Unit

Wreston Starbird

APPEARANCES CONTINUED

ALSO PRESENT:

Zak Accuardi, Natural Resources Defense Council

Jacki Bacharach, South Bay Cities Council of Governments

Will Barrett, American Lung Association

Bill Boyce, Bill Boyce Consulting, LLC

Ari Eisenstadt, California Environmental Justice Alliance

Marcus Fuller, City of Rialto

Ian Griffiths, Seamless Bay Area

Joanna Gubman, Urban Environmentalists

Manny Leon, California Alliance for Jobs

Amparo Miramontes, Center for Community Action and
Environmental Justice

Sandy Naranjo, ClimatePlan

Marvin Norman, Center for Community Action and
Environmental Justice, Inland Empire Biking Alliance

Nailah Pope-Harden, ClimatePlan

Sofia Rafikova, Coalition for Clean Air

Amy Thomson, TransForm

Mary Valdemar, Steering Committee Education Collaborative,
Native Council, Labor Council, San Bernardino College

Brian Yanity, Flexiwaggon America, City of Fullerton
Transportation Circulation Commission

Beverly Yu, California State Building and Construction
Trades Council

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1 CARB BOARD MEMBER BALMES: Here.

2 CARB BOARD CLERK GARCIA: Mr. De La Torre
3 Mr. Eisenhut?

4 CARB BOARD MEMBER EISENHUT: Eisenhut, here.

5 CARB BOARD CLERK GARCIA: Senator Florez?

6 CARB BOARD MEMBER FLOREZ: Florez, here.

7 AGP VIDEO: Katie, can we take up a quick
8 technical pause. I apologize.

9 All right ahead.

10 CARB BOARD CLERK GARCIA: Okay. We're going to
11 take a quick technical pause. Just one moment, please.

12 AGP VIDEO: You're good now.

13 CARB BOARD CLERK GARCIA: Assembly Member Garcia?
14 Ms. Hurt?

15 CARB BOARD MEMBER HURT: Hurt, present.

16 CARB BOARD CLERK GARCIA: Mr. Kracov?

17 CARB BOARD MEMBER KRACOV: Here.

18 CARB BOARD CLERK GARCIA: Senator Leyva?
19 Dr. Pacheco-Werner?

20 CARB BOARD MEMBER PACHECO-WERNER: Here.

21 CARB BOARD CLERK GARCIA: Mrs. Riordan?

22 CARB BOARD MEMBER RIORDAN: Here.

23 CARB BOARD CLERK GARCIA: Supervisor Serna?
24 Professor Sperling?

25 CARB BOARD MEMBER SPERLING: Here.

1 CARB BOARD CLERK GARCIA: Ms. Takvorian?

2 CARB BOARD MEMBER TAKVORIAN: I'm here.

3 CARB BOARD CLERK GARCIA: Supervisor Vargas?
4 Vice Chair Berg?

5 Chair Randolph?

6 CARB CHAIR RANDOLPH: Here.

7 CARB BOARD CLERK GARCIA: Ma'am Chair, we have a
8 quorum.

9 CARB CHAIR RANDOLPH: And I'll turn it over to
10 Vice Chair Guardino.

11 CTC CLERK REMEDIOS: Vice Chair, I can take the
12 role.

13 CTC VICE CHAIR GUARDINO: Would you like to start
14 with that, Douglas.

15 CTC CLERK REMEDIOS: I certainly can. Thank you.

16 CTC VICE CHAIR GUARDINO: Thank you, sir.

17 CTC CLERK REMEDIOS: Commissioner Bradshaw?
18 Commissioner Davis?

19 CTC COMMISSIONER DAVIS: Here.

20 CTC CLERK REMEDIOS: Commissioner Falcon?

21 CTC COMMISSIONER REYES FALCON: Present.

22 CTC CLERK REMEDIOS: Commissioner Grisby?
23 Vice Chair Guardino?

24 CTC VICE CHAIR GUARDINO: Present.

25 CTC CLERK REMEDIOS: Commissioner Lugo?

1 CTC COMMISSIONER LUGO: Present.

2 CTC CLERK REMEDIOS: Commissioner Lyou?

3 CTC COMMISSIONER LYOU: Here.

4 CTC CLERK REMEDIOS: Commissioner Martinez?

5 CTC COMMISSIONER MARTINEZ: Present.

6 CTC CLERK REMEDIOS: Commissioner Norton?

7 CTC COMMISSIONER NORTON: Present.

8 CTC CLERK REMEDIOS: Commissioner Tavaglione?

9 Chair Eager?

10 Senator Newman.

11 Assemblymember Friedman?

12 Vice Chair, we have a quorum.

13 CTC VICE CHAIR GUARDINO: Thank you, Douglas.

14 CARB CHAIR RANDOLPH: And Director Velasquez.

15 HCD DIRECTOR VELASQUEZ: Good morning, everyone.

16 I'll wait until opening remarks are made, Chair Randolph,

17 and then I'll do my own, but I'll turn it back to you.

18 CARB CHAIR RANDOLPH: Great. Thank you so much.

19 Okay. So we have done the roll call.

20 And our first item is the Progress Report on

21 Interagency Coordination.

22 CARB BOARD CLERK ESTABROOK: Chair?

23 CARB BOARD CHAIR RANDOLPH: Yes.

24 CARB BOARD CLERK ESTABROOK: Can we go to the --

25 like the logistics/housekeeping first.

1 CARB CHAIR RANDOLPH: Oh.

2 (Laughter).

3 CARB CHAIR RANDOLPH: That's important. Let me
4 find it. Hold on one second.

5 Okay. Here we go. I'm going to turn it over to
6 our Board Clerk, Katie, to describe the process for
7 conducting the meeting as well as how public participation
8 is going to work today.

9 CARB BOARD CLERK ESTABROOK: Thank you.

10 CARB BOARD CLERK GARCIA: Good morning, everyone.
11 My name is Lindsay Garcia. I'm one of the Board clerks
12 here at CARB. I will be providing additional information
13 on how public participation will be organized for today's
14 meeting. We will first be calling on any in-person
15 commenters who have turned in a request to speak card and
16 then I will be calling on commenters who are joining us
17 remotely in Zoom. If you are joining us remotely and wish
18 to make a verbal comment on any of today's agenda items,
19 you will need to be using Zoom webinar or calling in by
20 telephone. If you are current watching the webcast on
21 CAL-SPAN, but you wish to comment remotely, please
22 register for the Zoom webinar or call in. Information for
23 both can be found on the public agenda for today's
24 meeting.

25 To make a verbal comment, we will be using the

1 raise hand feature in Zoom. If you wish to speak on an
2 item, please virtually raise your hand as soon as the item
3 has begun to let us know you wish to speak. To do this,
4 if you are using a computer or tablet, there is a raise
5 hand button. And if you are calling in on the telephone,
6 dial star nine to raise your hand. Even if you previously
7 indicated which item you wish to speak on when you
8 registered, you must still raise your hand at the
9 beginning of the item so that you can be added to the
10 queue. When the comment period starts, the order of
11 commenters will be determined by who raises their hand
12 first. We will call each commenter by name and activate
13 each commenter's audio, when it is their turn to speak.
14 For those calling in by phone, we will identify you by the
15 last three digits of your phone number.

16 We will not show a list of remote comments,
17 however we will be announcing the next three or so
18 commenters in the queue so you are ready to testify and
19 know who is coming up next. Please note, you will not
20 appear by video during your testimony. And I would like
21 to also remind everyone to please state your name for the
22 record before you speak. This is especially important for
23 those calling in by phone. We will have a time limit for
24 each commenter and we'll begin the comment period with a
25 three minute time limit. During public testimony, you

1 will see a timer on the screen. And for those calling in
2 by phone, we will run the timer and let you know when you
3 have 30 seconds left and when your time is up.

4 If you wish to submit written comments today,
5 please visit CARB's send-us-your-comments page or look at
6 the public agenda on our webpage for links to send these
7 documents electronically. Written comments will be
8 accepted until the conclusion of the meeting.

9 And if you experience any technical difficulties,
10 please call (805)772-2715 so that an IT person can assist.
11 This number is also noted on the public agenda.

12 Thank you. I will turn the microphone back to
13 Chair Randolph now.

14 CARB CHAIR RANDOLPH: Okay. Thank you.

15 Now we're ready to go. All right. Before we
16 begin the agenda items, I think we wanted to take a moment
17 to thank and commend Governor Newsom for signing into law
18 our country's most aggressive climate measures in history
19 two months ago. As part of the Governor's California
20 climate commitment, which invests a record \$54 billion in
21 climate action, the Governor and legislative leaders
22 enacted legislation to protect communities from oil
23 drilling, establish pathways to 100 percent clean electric
24 grid, capture and remove carbon pollution, and advance
25 nature based solutions.

1 These new investments and policies reflect the
2 need for increasingly comprehensive approaches to climate
3 change to achieve our State's goal for reducing greenhouse
4 gas emissions while centering equity and the needs of
5 frontline communities.

6 As State agencies, we must work together to
7 engage all sectors, including transportation, land use,
8 and housing. In May, our Board released the draft 2022
9 Scoping Plan. And after collecting public feedback these
10 last six months, we are now preparing to finalize and
11 approve the 2022 Scoping Plan by the end of the year.

12 That plan is distinctive in its breadth and
13 intersectionality across transportation, housing, land
14 use, and other sectors. This all-of-government approach
15 is necessary because the 2022 Scoping Plan is anchored
16 around our State's crucial goal of reaching carbon
17 neutrality by 2045.

18 Of note for this meeting, the 2022 Scoping Plan
19 recognizes that technology alone is insufficient to meet
20 our targets for reducing transportation emissions. We
21 must also reduce vehicle miles traveled. Even under full
22 implementation of CARB's zero-emission vehicle
23 regulations, a significant portion of vehicles on our
24 streets and highways will still rely on fossil fuels.

25 Additionally, sprawling land use patterns still

1 threaten to increase energy consumption and spoil natural
2 and working lands that help us sequester carbon. So
3 reducing vehicle miles traveled is crucial to California's
4 goal of achieving carbon neutrality and critical to meet
5 federal and State air quality standards, and addressing
6 health impacts especially in California's environmental
7 justice communities.

8 Reducing vehicle miles traveled will require us
9 to make different types of investment in our
10 transportation infrastructure. Changing the way we invest
11 will be challenging, requiring partnerships among local,
12 regional, and State agencies, and daring to reimagine
13 projects in the pipeline that may not align with today's
14 goals.

15 We must also work with local and regional
16 partners to enable different types of land use,
17 accelerating infill housing production so that more
18 Californians can find affordable living options closer to
19 their daily destinations.

20 These challenges make CAPTI one of the most
21 valuable tools in our toolbox. California's Climate
22 Action Plan for Transportation Infrastructure, adopted by
23 the California State Transportation Agency last year, and
24 known as CAPTI, sets forth a bold vision with specific
25 strategies and metrics for aligning transportation

1 spending with California's climate goals. I'm excited to
2 center today's joint meeting on CAPTI and what we can do
3 to support its implementation.

4 So, first, we'll hear from the California State
5 Transportation Agency on a draft annual progress report on
6 CAPTI implementation. That discussion will be followed by
7 two deep dives into selected CAPTI issues. These include
8 HCD's innovative program to convert excess State land to
9 infill housing opportunities. We will examine how HCD's
10 program can support CAPTI strategies for infill housing,
11 the second item will be focused on efforts to transition
12 California's freight system to zero-emission, including a
13 joint presentation by CARB and CTC on the SB 671 clean
14 corridor efficiency assessment, and an update from
15 Caltrans on the 2023 California Freight Mobility Plan.

16 CAPTI states Caltrans will prioritize inclusion
17 of zero-emission infrastructure in the 2023 plan. And so
18 today will be an opportunity to explore how the plan can
19 leverage the SB 671 assessment to do so.

20 All three of our agencies have a role to play in
21 CAPTI's success and in the success of our State's broader
22 climate goals, and I'm excited to dive into today's
23 topics.

24 Okay. So now, it's time for opening remarks.
25 And first, I'll turn it over to Vice Guardino and then

1 we'll hear from HCD Director Velasquez.

2 Chair Guardino.

3 CTC VICE CHAIR GUARDINO: Chair Randolph, thank
4 you. And I want to commend you, your colleagues, and your
5 professional staff on the visionary and values-based work
6 on the Scoping Plan. We're all excited to see that
7 passage before the end of the year. And thank you for
8 inviting us into this amazing facility. When we walked
9 up, it was just breath taking. I had the pleasure of
10 texting Mary Nichols to let her know I was walking in the
11 building named after her. And she was delighted that we
12 were all coming together once again breaking down the
13 silos to best serve our state.

14 I want to thank our fellow commissioners on the
15 California Transportation Commission for being her, our
16 CARB Board member colleagues, and, of course, the Housing
17 and Community Develop -- Development Department
18 leadership. I also want to thank the -- again CARB for
19 hosting us today and to take a moment to welcome our
20 newest commissioner who Chair Randolph of thanked when she
21 had to step out for a moment. But Dr. Adonio Lugo, we are
22 thrilled to have you at our -- at your first joint
23 meeting. And Commissioner Lugo began her tenure in May of
24 this year and is already adding incredible value for our
25 state.

1 I'd also like to congratulate Dr. Steven Cliff on
2 his new role as CARB's Executive Officer. We were so glad
3 that you were willing to leave your -- your national
4 service in the Biden administration to come back to the
5 Golden State.

6 We're looking forward to today's presentations.
7 And I want to highlight some connections between the
8 agenda and the exciting work we're doing at the Commission
9 and in partnership with CARB and HCD. First, I want to
10 recognize again Darwin for the incredible work that you're
11 doing at the California State Transportation Agency and
12 the update that you're going to provide on the
13 implementation of CAPTI.

14 The Commission is proud to report that all of our
15 short-term actions we committed to in CAPTI have been
16 completed and we have also made progress towards several
17 of our longer term action items as well. So Darwin, thank
18 you again for keeping us all on track on such visionary
19 and important work.

20 Next, I want to recognize the significant work
21 the Transportation Commission and our partner agencies
22 have made on Senate Bill 671, the Clean Freight Corridor
23 Efficiency Assessment Effort in just one year, including
24 identifying draft priority clean freight corridors. I
25 look forward to hearing more this afternoon from Hannah

1 Walter on our Commission staff, and Katherine Garrison on
2 the CARB staff.

3 I'd also like to mention several efforts underway
4 that won't be featured on the agenda, but are of such
5 importance to all three of our agencies. First, earlier
6 this month, the Commission released its staff
7 recommendations for the sixth cycle. And I like that we
8 call it a cycle when we're talking about Active
9 Transportation Program. The Active Transportation Program
10 greatly benefited from a one-time \$1 billion augmentation
11 from the State general fund. Thank you, Governor Newsom.
12 However, this program continues to experience tremendous
13 demand with requests for funding increasing to 3.1 billion
14 this program cycle. That's 450 applications. It exceeded
15 the available funding by almost one and a half billion,
16 despite the augmentation.

17 (Sneeze).

18 CTC VICE CHAIR GUARDINO: Bless you.

19 The Commission would like to work with the
20 Legislature this coming year to achieve an ongoing funding
21 solution for the Active Transportation Program which is
22 critical to meeting our State climate and equity goals.
23 The statewide and small urban and rural components of the
24 Active Transportation Program will be adopted by the
25 Commission at our December meeting right back here in

1 Riverside.

2 The Commission continues its commitment to
3 advancing equity. Just two short weeks ago, the
4 Commission, in partnership with Caltrans and CalSTA,
5 approved membership recommendations for the newly created
6 Transportation Equity Advisory Committee. The Committee,
7 which was identified in the Commission's Racial Equity
8 Statement, will advise the Commission, Caltrans, and the
9 California State Transportation Agency on how to achieve
10 meaningful outcomes in transportation equity,
11 environmental justice, and equitable economic
12 opportunities, especially related to transportation
13 planning and programming. The Transportation Equity
14 Advisory Committee membership was announced at our October
15 Commission meeting earlier this month in Santa Barbara,
16 and we look forward to the first meeting of the Committee
17 in early 2023.

18 Next, the Commission is committed to promoting
19 adaptive and resilient transportation infrastructure and
20 communities through the newly created Local Transportation
21 Infrastructure Climate Adaptation Project Program enacted
22 by the Legislature via Senate Bill 198. This bill
23 requires the Commission to develop guidelines for the
24 program and empowers the Commission for the programming
25 and allocation of 148 million in State funding, in

1 addition to the quarter of a billion in federal PROTECT
2 funding. In total, the Local Transportation
3 Infrastructure Climate Adaptation Project Program - just
4 rolls right off the tongue - will provide almost 400
5 million over five years in competitive funds to local
6 agencies for the development and implementation of
7 projects that are intended to adapt to the -- to our
8 changing climate.

9 The Commission held its first workshops for the
10 program development last month and will release the draft
11 program guidelines during the third workshop, which is
12 scheduled for next week November 9th. Lastly, I'll
13 mention that the Commission, in partnership with Caltrans,
14 has kicked off an update to the Regional Transportation
15 Plan guidelines and the California Transportation Plan
16 guidelines. I want to thank HCD and CARB staff for their
17 participation at last week's virtual kick-off meeting and
18 for their continued partnership moving forward. The RTP
19 and CTP guidelines were last updated in 2017 and are
20 expected to be adopted in 2023 after ample stakeholder
21 engagement and feedback.

22 As I wrap up, I want to thank those of you who
23 have joined us today, both in person and online. I also
24 want to thank the staff from our three agencies who
25 coordinated this meeting and who worked so effectively

1 together.

2 Thank you very much.

3 CARB CHAIR RANDOLPH: Thank you. Next, we'll
4 hear from HCD Director Gustavo Velasquez.

5 HCD DIRECTOR VELASQUEZ: Thank you, Chair
6 Randolph and Vice Chair Guardino. I am very sorry that I
7 don't have -- can't have benefit of being with you in
8 person. There is a -- a rural housing summit taking place
9 today and tomorrow in Monterey, and that's preventing me
10 from being with you all, but -- but we have many of my HCD
11 colleagues in attendance, including the presenters later
12 on on this very important program to utilize State land
13 for affordable housing.

14 And, again, this is great. I echo what Vice
15 Chair Guardino said about thanking the staff for putting
16 together this great meeting. Both CTC and ARB continue to
17 be very valued partners, collaborative partners to our
18 Department. Thank you for the leadership of both
19 entities. I know we share the understanding that our
20 partnership becomes more important by the day as we
21 continue our efforts to address the intertwined housing,
22 climate, and transportation issues in our state.

23 That is why I value these joint meetings. This
24 forum services areas of alignment across our efforts,
25 allow us to synchronize them, and ultimately work smarter

1 together. And I know we want to make sure Chairwoman
2 Randolph that we make this meeting more actionable. We'll
3 continue to try to do that. And you know, there's a lot
4 more that we can be doing, right. Vice Chair Guardino
5 mentioned, we're breaking the silos. Yes, we are, but we
6 have to recognize silos are still there and it is
7 contingent upon all of us.

8 And I'm very enthusiastic of the leadership of
9 CTC and CARB that is really working hard to break --
10 continue to break those silos. And more importantly, we
11 have Governor Newsom who is demanding that those silos
12 continue to be broken as these agendas together are
13 extremely important.

14 Recently, I had the opportunity to be on a
15 climate convening. We -- we sometimes are not as
16 including in those on convenings, but it gave me a great
17 opportunity to talk about how climate and housing are
18 sometimes viewed as competing interests despite their
19 mirror context, right? They're both defined by place.
20 They're -- they both depend on intergovernmental
21 collaboration across policy domains, and as stakeholders,
22 they're both exacerbated by historical inequities,
23 disparities by race and by income. And the bottom line is
24 they both can affect negatively or positively depending on
25 what the State does to help human and economic

1 opportunity, housing and climate.

2 And we're extremely pleased to see the Governor
3 lead the nation in this effort to address climate change.
4 The historic package that we -- we've seen on our end,
5 policymaking that promotes infill housing, reduces the
6 dependence on vehicles, promote the use of public
7 transportation, uses climate-friendly materials, better
8 safety standards, all of that is being embedded into our
9 climate strategy and vice versa. You know, a lot of what
10 the climate agenda is doing is supporting the tremendous
11 shortage in housing that we have in our state.

12 Let me be clear about how big that shortage is.
13 2.5 million new homes are needed in the state of
14 California between now and year 2030. 2.5 million to
15 stabilize the market. The exorbitant cost of housing that
16 is crushing low and moderate income people and it's really
17 affecting households across the income spectrum. And if
18 we don't meet this goal of, you know, we are -- if we
19 don't close this shortage, it's truly, truly California's
20 economic prosperity is at risk.

21 So we -- we work very closely. We know that in
22 addition to producing more housing, we need to develop
23 communities centered around public transit, building
24 codes, residential electrification, vehicle charging,
25 across all multi-family and single family homes are very

1 important. Those are all critical levers in our effort to
2 reduce the harmful greenhouse emission.

3 And so I'm just very -- very pleased to see this
4 ambitious agenda by the Governor across domains, clean
5 climate-friendly transportation, climate in general. And
6 on our end, we have historic investments. Our HCD infill
7 infrastructure grant program that prioritizes infill
8 parcels in amenity rich and transit-oriented communities.
9 This is not just for dense areas in central city. This is
10 also for small towns and medium-sized cities to prevent
11 further sprawl that is again affecting so much of our
12 climate.

13 Over \$400 million in our adaptive reuse projects
14 for conversion to affordable housing - we'll talk more
15 about that in the HCD presentation later - reduces the
16 cost barriers to repurpose commercial and other unused and
17 underused buildings as housing. These adaptive reuse
18 strategies can help mitigate the effect of climate change
19 by reducing the environmental impact of demolition,
20 potentially reducing costs for development, reducing
21 parking, and selecting areas that are most climate
22 friendly in some of these commercial corridors that need
23 Desperately more housing.

24 And our planning grants, you know, I've mentioned
25 that before, millions of dollars into regional planning

1 grants with the focus of creating the -- the demand for
2 housing that we need, but do so in places that make sense
3 from a transportation -- clean transportation and climate
4 perspective.

5 So investments are historical, unprecedented in
6 very important programs. The policy that the Legislature
7 also has advanced is very important. Fifty-three
8 housing-related bills this past legislative cycle, bills
9 like 2011, 2097, 2334, you know, very consequential pieces
10 of legislation to advance our goals that are all common
11 here in this joint meeting.

12 And so it was Chairwoman Randolph, you mentioned
13 CAPTI. We're very involved in that process. Our
14 development has been closely involved in implementation of
15 CAPTI strategy. We want to thank, you know, CalSTA on
16 this important, important plan.

17 And I would just close by saying, you know,
18 whether better connecting transportation options to
19 housing and jobs or building housing that is climate
20 smart, we're dedicated to housing that provides the
21 long-term benefits to the climate and to Californians,
22 especially those -- those Californians that are suffering
23 the most given the exorbitant, as I said, cost of housing.

24 So very pleased again to be at this meeting,
25 looking forward to the presentations. And if I -- with

1 the spirit of more actionable steps coming out of this
2 meeting, I would say all of this funding that right now we
3 have from HCD, these guidelines the way that we are
4 normalizing this funding, all of that is on our website
5 and we encourage stakeholders across the transportation
6 and climate domains to provide -- continue to provide
7 input, feedback so that the guidelines of how we implement
8 these investments makes sense from our common shared --
9 our shared interest from this joint committee.

10 So thank you for the opportunity to provide these
11 remarks and look forward -- look forward to the rest of
12 the meeting.

13 Back to you Chair -- Chair -- Chairman Randolph.

14 CARB CHAIR RANDOLPH: All right. Thank you so
15 much.

16 Okay. Before diving into the Climate Action Plan
17 for Transportation Infrastructure, we want to take a quick
18 look back at our previous joint meeting to revisit the
19 issues we raised there and then how staff has been
20 addressing those issues. This is going to be a new
21 recurring item on our joint meeting agendas, where staff
22 will revisit those key takeaways from previous joint
23 meetings and provide a status update on how staff has been
24 following through with the priorities, requests, or
25 questions that were raised at previous meetings.

1 So our goal for this new item is to demonstrate
2 continuity between the joint meetings and highlight
3 progress on priorities set by the joint body. And it also
4 provides an opportunity to staff to receive -- to receive
5 feedback from all of us as they continue working on their
6 collaborative efforts between meetings.

7 So I invite CARB's Executive Officer Dr. Steven
8 Cliff to give the update.

9 (Thereupon a slide presentation).

10 CARB EXECUTIVE OFFICER CLIFF: Thank you, Chair
11 Randolph. I also want to thank Vice Chair Guardino and
12 Director Velasquez for those opening remarks and for
13 welcoming me back here to CARB. I can't think of a -- a
14 better place to be for my first joint meeting than this
15 beautiful location. And I really am thrilled to be back
16 in California.

17 As the Chair mentioned, this is a new agenda
18 item, where we will be giving updates on the work that
19 staff at our -- at our three agencies have been doing in
20 direct response to previous joint meeting discussions. In
21 previous joint meetings, we have typically give an update
22 called joint agency accomplishments and updates, which
23 reported on our work that the three agencies have
24 collaboratively done together. With this item, we will be
25 focusing more specifically on agency actions that were

1 taken in direct response to previous joint meeting
2 discussions. Our goal with this new item is to show the
3 connection between joint meeting discussions and the
4 actions taken by staff in response to those discussions.
5 This greater transparency is intended to help increase
6 visibility of actions that occur through these meetings
7 and guide the coordination of our three agencies' policies
8 going forward.

9 At the previous joint meeting on April 7, 2022,
10 we heard presentations on the AB 285 report and the draft
11 SB 150 report's initial findings. Both reports find
12 California is not on track to meet its GHG and VMT
13 reduction goals due to a transportation system and land
14 use patterns that make us dependent on driving and usually
15 driving alone. These findings are especially important
16 given the role of VMT reduction in California's climate
17 and air quality goals as Chair Randolph mentioned in her
18 opening remarks. We also heard HCD's initial plans for
19 administering the Regional Early Action Planning Grant
20 Program, or REAP 2.0, which allocates \$600 million to
21 MPOs, rural counties, and tribal governments to support
22 transformative, local, and regional planning and
23 implementation.

24 Keeping this focus on local and regional
25 implementation, the joint body also heard from a panel of

1 local and regional partners that additional funding tools
2 are needed for full implementation of Sustainable
3 Communities Strategies

4 --o0o--

5 CARB EXECUTIVE OFFICER CLIFF: In response to the
6 2 -- AB 285 report and the draft SB 150 report's initial
7 fundings, Board members and commissioners asked for staff
8 to collaborate to establish potential actions that
9 agencies could take to address these findings. Board
10 members and commissioners also asked staff to work
11 together to identify opportunities and challenges
12 associated with each of those potential actions.

13 Looking at the draft SB 150 report's initial
14 findings, commissioners and Board members also identified
15 a need for additional tools to implement regional land use
16 and transportation solutions and a need for programs to
17 focus on more specific measures of people's well-being and
18 equity.

19 --o0o--

20 CARB EXECUTIVE OFFICER CLIFF: In response to
21 that direction, staff of CARB, CTC, and HCD have worked
22 through the interagency housing and transportation
23 coordination work group to review the AB 285 report's
24 findings and provide feedback to staff at the Strategic
25 Growth Council. This feedback contributed to the

1 Councill's staff developing 72 potential actions that
2 could be considered in response to the AB 285 report's
3 findings. Council staff developed a report, in
4 collaboration with our three agencies, grouping those
5 potential actions into eight topic areas and identifying
6 opportunities and challenges associated with each one.
7 Council's staff released this follow-up report in August
8 and it now -- it can now be found on the Council's
9 website.

10 --o0o--

11 CARB EXECUTIVE OFFICER CLIFF: Our three agencies
12 also worked together to develop program guidelines for the
13 SB 1 competitive transportation funding programs,
14 addressing State policy goals that were highlighted in the
15 AB 285 report and the draft SB 150 report's initial
16 findings. CARB staff also considered commissioner and
17 Board member perspectives and perspectives of local and
18 regional partners in the development of CARB's SB 150
19 report. These perspectives address the need for greater
20 focus on implementation and authorizing the tools to
21 implement SCS strategies, expanding reporting on
22 accessibility, and mobility metrics to understand equity
23 and outcomes, and more specific discussion of the
24 challenges and potential actions California can take to
25 implement SCS strategies.

1 --o0o--

2 CARB EXECUTIVE OFFICER CLIFF: CARB staff
3 considered these perspectives alongside additional input
4 that we collected in meetings with State agency staff,
5 MPOs, and advocacy groups prior to the draft SB 150 report
6 release on June 7. Since that time, we concluded a public
7 comment period on the draft report through July 15. Staff
8 will publish the final report later this year.

9 HCD and CARB also considered that we've heard
10 from local and regional partners in collab -- in
11 collaboratively developing program guidelines for REAP
12 2.0, along with our other State partners they and
13 research -- sorry -- the Strategic Growth Council and the
14 Governor's Office of Planning and Research. HCD released
15 NOFAs in August for MPOs, rural counties and tribes, and
16 REAP 2.0 applications are currently being accepted through
17 December 2022.

18 As next steps, staff at our three agencies will
19 continue approaches to implementing the AB 285 report's
20 potential actions through collaborations on CAPTI
21 implementation, updating the Regional Transportation Plan
22 guidelines, updating the California Transportation Plan
23 guidelines, and CARB's ongoing technical consultation with
24 CTC to review SB 1 program applications. Staff will also
25 be considering the AB 285 report's potential actions and

1 the feedback we receive from regional and local partners,
2 as CARB and HCD collaboratively administer the REAP 2.0
3 program.

4 And with that, I'll conclude the Progress Report
5 on Interagency Coordination and I'll hand it back to Chair
6 Randolph.

7 CARB CHAIR RANDOLPH: All right. Thank you so
8 much. Then we are going to go on to our next agenda item,
9 which is a progress report CAPTI implementation. We will
10 have an opportunity for public comment and have an
11 opportunity for discussion amongst the commissioners,
12 Board members, and Director Velasquez.

13 Okay. So for agenda item 2, we will hear a
14 presentation from California State Transportation Agency's
15 Deputy Secretary Darwin Moosavi on the draft annual
16 progress report on CAPTI implementation. CAPTI is a
17 landmark policy for aligning transportation funding
18 programs with State goals for climate, health, and equity.

19 CARB is proud to have partnered with CalSTA last
20 year to help develop the action plan, along with our
21 partners at CTC, HCD, and other agencies. Since CAPTI was
22 adopted in July of 2021, CARB has worked in close
23 coordination with CalSTA, Caltrans, CTC, and HCD to help
24 implement key strategies within CAPTI and to track
25 results.

1 I want to thank CalSTA for its leadership in this
2 effort. Comprised of eight strategies, CAPTI is
3 comprehensive, affecting land use, housing, and
4 transportation planning and systems management. It's no
5 easy task managing partnerships and forging a coherent
6 collective vision across these many sectors, and CalSTA
7 has accomplished that.

8 CAPTI is a first-of-its-kind achievement tying
9 seven transportation funding programs to several dozen
10 distinct measurable actions to be managed and stewarded by
11 an interagency working group. Today's discussion is an
12 opportunity for us to hear the progress of CAPTI so far.
13 Now, that the action plan has been in effect for a little
14 over a year, we can begin to evaluate the early results of
15 each of CAPTI's strategies, explore areas for improvement,
16 and discuss next steps.

17 CAPTI provides a framework for partnerships and
18 collaboration across agencies leveraging our respective
19 areas of expertise. So I thank awe CalSTI for taking the
20 time -- CalSTA for taking the time to have this discussion
21 and invite Deputy Secretary Moosavi to give the
22 presentation.

23 (Thereupon a slide presentation).

24 CalSTA DEPUTY SECRETARY MOOSAVI: Great. Well,
25 thank you so much Chair Randolph for that introduction.

1 Thank you Vice Chair Guardino, Executive Director Weiss,
2 Executive Officer Cliff, and the rest of the Board members
3 and council members for -- for having me here today. As
4 mention, I'm Darwin Moosavi, Deputy of Environmental
5 Policy and Housing at the State Transportation Agency.
6 I'm excited to be able to give you all an update on the
7 work that we've been doing along with the staff from all
8 of your -- your agencies on CAPTI implementation.

9 So I'll start with a bit of a very quick overview
10 of CAPTI itself and then dive into some of the
11 implementation progress we've made thus far and look
12 forward to the questions and discussions afterward.

13 Next slide, please.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: I think I got
16 ahead of myself covering the agenda.

17 Next slide, please.

18 --o0o--

19 CalSTA DEPUTY SECRETARY MOOSAVI: And one more.

20 --o0o--

21 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you.

22 So just as a -- as a reminder for -- for folks
23 and for folks who may be newer to this conversation, the
24 California Transportation Infrastructure -- Action Plan
25 for Transportation Infrastructure was borne out of

1 Executive Order N-19-19, which directed CalSTA to leverage
2 State transportation spending to help meet our climate
3 change goals. That was an Executive Order signed back in
4 September of 2019. And that kind of started a two-year
5 process that we undertook to put this plan together
6 working across agencies and stakeholders.

7 California State transportation agencies play a
8 role in scoping, recommending, or selecting projects in
9 over \$5 billion of transportation investments annually.
10 And so this plan and that Executive Order really targeted,
11 you know, how do we leverage those investments to help
12 meet our climate change goals.

13 Next slide.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: So that \$5
16 billion I -- I referenced refers to this set of -- of
17 programs. And as mentioned, I think the uniqueness about
18 this set is there is some sort of leverage point whether
19 it's directly with the CTC, through Caltrans project
20 nomination process, through a CalSTA project selection
21 process, or a combination of -- of those levers where the
22 State plays a role in project selection in these -- in
23 these programs. So it provides us with key opportunity to
24 make sure that within those statutory goals of those
25 programs that we're prioritizing projects that helps

1 reduce greenhouse gases and meet our climate change goals.
2 Obviously, as you can see, there's a wide range of
3 investment types amongst these -- these programs, some are
4 more naturally aligned to reduce greenhouse gases and some
5 have required, you know, more work amongst our agencies to
6 think about opportunities to do so in this program.

7 Next slide, please.

8 --o0o--

9 CalSTA DEPUTY SECRETARY MOOSAVI: So CAPTI itself
10 provides a holistic framework for aligning state
11 transportation investments with climate, health, and
12 equity goals, but it does include a specific set of kind
13 of 10 guiding Principles that make up that framework and
14 then eight individual strategies that include 34 total
15 actions that create a vision and a plan for prioritizing
16 State transportation investments.

17 So it's both a -- a framework we're using in --
18 in frankly all of our work to think about what types of
19 guiding principles should guide the work that we do and
20 what we should be thinking about in transportation and
21 then comes with very specific actions that we've been
22 working to -- that all of our agencies have been working
23 to implement over the last year, since its adoption.

24 Next slide.

25 --o0o--

1 CalSTA DEPUTY SECRETARY MOOSAVI: And I wanted to
2 also highlight that complementary to this effort, you
3 know, CAPTI has a bit of a -- a -- as mentioned, a bit of
4 narrow scope, but there's a lot of work happening on the
5 climate change infrastructure front that's really
6 important. So complementary to this effort, obviously is
7 high-speed rail and our efforts on high-speed rail, which
8 play a critical role in bringing CAPTI's vision to
9 fruition. One of CAPTI's guiding principles is about
10 building out a statewide transit and rail network. Well,
11 the backbone of that network is obviously the high-speed
12 rail efforts going on, with the goal of an operating
13 segment between Merced and Bakersfield in 2030.

14 Also, kind of outside of CAPTI's scope, but very
15 much helpful to and aligned with CAPTI goals are all of
16 the new funding opportunities that -- that we are lucky to
17 have at our -- at our disposal to help meet these goals in
18 front of us. \$5.5 billion in federal formula funding for
19 transportation infrastructure projects and then last
20 year's State budget that includes \$13.4 billion in State
21 budget -- in the State budget for transportation
22 improvements, which is obviously historic to have that
23 kind of funding, in addition to our existing ongoing
24 funding available for these uses.

25 And I'll highlight some specifics there that

1 actually do directly tie to CAPTI and things that we asked
2 for later in the presentation.

3 Next slide, please.

4 --o0o--

5 CalSTA DEPUTY SECRETARY MOOSAVI: So I'll shift
6 gears to talk about CAPTI implementation now. Thank you
7 for bearing with me through that overview.

8 --o0o--

9 CalSTA DEPUTY SECRETARY MOOSAVI: So timeline
10 for -- for CAPTI. As mentioned, we adopted the plan last
11 July. The CTC passed a resolution of support in August.
12 And since then, we've all been working on implementation.
13 We put out, as promised in our -- in CAPTI itself, an
14 annual report detailing the progress we've made on
15 implementation. The first one came out October 3rd of
16 this year. We're actually currently in a public comment
17 period on that -- on that progress report that ends
18 tomorrow. It's been in public comment for about a month
19 here. And we will there -- thereafter take those comments
20 and make any necessary adjustments or up dates to the plan
21 and -- and post a final progress report on our website
22 before the end of the year.

23 Next slide.

24 --o0o--

25 CalSTA DEPUTY SECRETARY MOOSAVI: So in terms of

1 our implementation approach that -- that we've been
2 taking. As mentioned earlier, there are multiple kind of
3 aspects to -- to CAPTI itself. We're using the framework
4 to drive decision-making at CalSTA kind of at -- at large,
5 particularly on these programs, but looking for
6 opportunities beyond where feasible.

7 And then through kind of interagency efforts,
8 folks are working to implement the specific identified
9 actions. And we've been doing a lot of tracking on that
10 and that's a lot of what I'll be talking about here today
11 and highlighting kind of key successes here.

12 And then, you know, I'll also touch on --
13 importantly in the annual report, we outline a new metric
14 study that we're undertaking, because as mentioned
15 earlier, I think a key aspect of this will be to measure
16 the outcomes that come out of our implementation to -- to
17 really be able to reflect on and -- and see if -- if the
18 plan is working, are we actually moving towards our goals,
19 what do our investments look like, are they shifting, and
20 in what direction on some of those key metrics that I'll
21 touch on later.

22 --o0o--

23 CalSTA DEPUTY SECRETARY MOOSAVI: So in terms of
24 what is and isn't included in the annual report, I just
25 wanted to really quickly touch on that. So the report

1 does include a status item for each action and talks about
2 where we are in every single action included in the
3 original plan. It highlights kind of key successes that
4 we've had in implementation so far. And then it does
5 include that preliminary discussion of data and metrics
6 that -- that I mentioned.

7 What the plan does not -- or what the -- sorry,
8 the progress report does not do is provide any updates to
9 the CAPTI framework itself or at or remove any of the
10 actions. And part of the reason for that is, as you'll
11 see as I go through this, we're very much, I think,
12 midstream in a lot of work. Although, we've done a really
13 great job across agencies implementing a lot of the
14 actions, a lot of those investments tied to those actions
15 have not yet been made. So we haven't even seen a full
16 cycle of -- of program investments to really be able
17 reflect on is this working, what else do we need to be
18 doing, how do we shift? So I think that will be kind of a
19 key reflection point once we do have those investments to,
20 at that point, think about how do we update the plan.

21 --o0o--

22 CalSTA DEPUTY SECRETARY MOOSAVI: And just real
23 quick before we dive into the details, I wanted highlight
24 some of the -- the areas of early successes, as well as
25 touch on here in a minute program guideline alignment.

1 There's been a lot of work, a lot of it at the CTC. So
2 thank you so much to commissioners and staff for all the
3 work to update program guidelines, as well as, there's
4 been some work at CalSTA and Caltrans as well.

5 Project programming alignment, there's been a lot
6 of work done to really think about our -- our planning and
7 programming kind of processes and how to bring that into
8 further alignment. A lot of effort on stakeholder
9 engagement and kind of upping our game, if you will, on --
10 on how we engage our stakeholders. It was embedded into
11 the actions of the plan. And then allocation of State and
12 federal funding, some -- some key areas there that we'll
13 touch on.

14 Next slide.

15 --o0o--

16 CalSTA DEPUTY SECRETARY MOOSAVI: So I will, if
17 you can bear with me here, walk through some -- some of
18 our -- our, I think, important progress we've made. And
19 I'll highlight some of the -- the actions and the work
20 we've done on them. Some of these are kind of grouped
21 together, not specifically action by action. And there
22 will be a bunch of actions I -- I don't talk about, since
23 there are 34, but happy to discuss any one of those in --
24 in the discussion afterwards.

25 --o0o--

1 CalSTA DEPUTY SECRETARY MOOSAVI: And just wanted
2 to start off by building on what I just mentioned about
3 the CTC's work on SB 1 guidelines. I wanted to recognize
4 the great work that's been done on the Solutions for
5 Congested Corridors Program as well as the Trade
6 Corridor Enhancement Program to implement the actions
7 as -- as written in -- in the plan. Those have now been
8 incorporated by the CTC into their adopted guidelines for
9 both programs and went through a public process to -- to
10 get there.

11 The Solutions for Congested Corridors Program now
12 includes updated criteria that will hopefully help
13 prioritize some transit, bicycle, and pedestrian type
14 infrastructure investments really through better
15 accounting for vehicle miles traveled impacts, when we
16 think about congestion. So -- and then in the Trade
17 Corridor Enhancement Program guidelines, the Commission
18 has worked to -- amongst other things, I think one of the
19 key highlights is to clarify zero-emission infrastructure
20 eligibility and help create a clearer path for how -- how
21 folks can use those existing eligibilities in that program
22 to really move zero-emission vehicle projects forward
23 through the Trade Corridor Enhancement Program.

24 So I think those are some really important
25 updates we've done -- that the CTC has done over the last

1 year.

2 Next slide, please.

3 --o0o--

4 CalSTA DEPUTY SECRETARY MOOSAVI: All right. So
5 the Transit and Intercity Rail Capital Program guidelines
6 were also updated. This is a program that we have now
7 also done one round of funding since that -- that update.
8 And we're -- we're happy to report that, you know, the
9 updates that were around really focusing on -- on clean
10 fleets, and -- and equipment, and helping meet those
11 zero-emission fleet goals for transit agencies. We leaned
12 into that in the Transit and Intercity Rail Capital
13 Program guidelines and as a result were able to fund 393
14 zero-emission buses, 51 zero-emission shuttles and
15 microtransit vehicles, eight new light rail vehicles, and
16 two zero-emission ferries, which are, for -- for context,
17 much larger numbers for the dollar available than previous
18 rounds.

19 So working through the guidelines to -- to kind
20 of clarify that eligibility and create a clearer pathway
21 for those types of projects to apply by showing how they
22 can do other integrated travel type improvements that do
23 increase ridership with the pathway we used to -- to help
24 increase those numbers.

25 Next slide.

1 --o0o--

2 CalSTA DEPUTY SECRETARY MOOSAVI: Prohousing
3 Program guidelines. So in those three -- or I should say
4 in the Transit and Intercity Rail Capital Program,
5 Solutions for Congested Corridors, and the Local
6 Partnerships program, as well as some additions to the
7 Active Transportation Program, thanks to the work of HCD
8 working in partnership with CTC and with CalSTA, we were
9 able to bring the Prohousing Designation Program that HCD
10 has into those programs and create policies that help
11 incentivize the applicants to really work with their
12 jurisdiction to make sure that they are incentivizing
13 housing in the right places and creating policies that
14 will lead us to our housing goals.

15 CTC VICE CHAIR GUARDINO: Darwin --

16 CalSTA DEPUTY SECRETARY MOOSAVI: Yes.

17 CTC VICE CHAIR GUARDINO: -- if it's okay - I
18 don't want to throw you off - but thank you for using a
19 photo of a bike lane that actually provides some measure
20 of safety, rather than just those wonderful painted lanes
21 that are good, but are more a perception of safety than a
22 reality. So pictures matter and this is really helpful.

23 CalSTA DEPUTY SECRETARY MOOSAVI: Appreciate that
24 Vice Chair. And I agree, yes, it's -- it's -- and I know
25 the Active Transportation Program has -- has done a lot to

1 help fund buffered and protected bike lanes, which I think
2 are going to be critical to building the safe and
3 connected bicycle and pedestrian network that we need. So
4 thank you for pointing that out.

5 CTC VICE CHAIR GUARDINO: Thank you. When I ride
6 my bike, I now use bubble wrap around my whole body.

7 (Laughter).

8 CalSTA DEPUTY SECRETARY MOOSAVI: Well, our goal
9 will be one day for you to not have to do that, Vice
10 Chair, so we'll continue working towards that.

11 Next slide, please.

12 Can I get the next slide?

13 CTC VICE CHAIR GUARDINO: See, I've thrown off
14 the whole thing now.

15 Next slide.

16 CalSTA DEPUTY SECRETARY MOOSAVI: Now that
17 picture doesn't want to go away since you like it so much.

18 (Laughter).

19 --o0o--

20 CalSTA DEPUTY SECRETARY MOOSAVI: All right.
21 There we go. So the next item I wanted to highlight is
22 the Interregional Transportation Improvement Program, also
23 known as the ITIP. This is -- this was the first kind of
24 set of funding that went out that was under kind of the
25 implementation era of CAPTI. And we're, you know, happy

1 to report that I think Caltrans staff did a tremendous job
2 working with stakeholders to try to identify and come up
3 with ways to move multimodal projects forward while also
4 funding some legacy projects that were also in the
5 pipeline. There is till some of this funding in a -- in a
6 rail reserve where Caltrans is working with the Commission
7 to identify projects that -- that help meet ITIP goals and
8 also align with those multimodal objectives, but -- but
9 overall there is a kind of significant shift in the types
10 of projects towards multimodal projects in the -- in the
11 ITIP this year.

12 Next slide, please.

13 --o0o--

14 CalSTA DEPUTY SECRETARY MOOSAVI: As was
15 mentioned earlier, the Equity Advisory Committee that is
16 being launched in partnership between CalSTA, Caltrans,
17 and the CTC, I think this is going to serve a huge need
18 and a huge role and is a -- a great opportunity to further
19 engage our community members in our work. I think this
20 will be kind of critical to bolstering our equity work
21 that I think is ultimately really important to making sure
22 we meet our climate goals in an equitable way.

23 Next slide.

24 --o0o--

25 CalSTA DEPUTY SECRETARY MOOSAVI: CalSTA did

1 earlier this year hold a Rural Transportation Solutions
2 Summit with the Rural Counties Task Force -- in
3 partnership with the Rural Counties Task Force. The
4 purpose of this summit was -- was both to create space to
5 think about how rural communities can find opportunities
6 to better align projects with CAPTI goals or move projects
7 forward that fit a rural setting that also align with
8 CAPTI, but also for the State and for us to learn about
9 the Challenges that rural agencies face in moving their
10 projects forward to see what we can do. And a lot of this
11 I'm hoping can be, you know, iterative into future
12 considerations in CAPTI and the future of what we can do
13 to support rural agencies in their work.

14 So I think this was a really good start to our
15 conversation. The action itself in the plan was just to
16 hold the summit, about I think it's -- it's just the
17 beginning of a lot of work we hope to do with -- with the
18 Rural Counties Task Force moving forward.

19 Next slide.

20 --o0o--

21 CalSTA DEPUTY SECRETARY MOOSAVI: All right.
22 Thanks for bearing with me here. I think this is my -- my
23 last kind of implementation highlight, if I'm not
24 mistaken. But I also want to highlight some funding
25 increases that were directly tied to calls that came out

1 of CAPTI and actions that came out of CAPTI. So the
2 Active Transportation Program received an increase of \$100
3 million per year in federal funding as well as a -- an
4 over \$1 billion one-time increase, which is both
5 reflective of -- of a call that came out of the CTC and
6 was also included in -- in CAPTI as an action item to
7 increase that funding.

8 We did -- much like was mentioned earlier by Vice
9 Chair Guardino, we're also interested in working on
10 long-term -- additional long-term active transportation
11 funding solutions, but are very grateful for this one-time
12 funding in the budget that I think will help with the
13 tremendous backlog of projects, and excited to see those
14 cycle 6 awards kind of help with that.

15 The Highways to Boulevards Pilot Program, which
16 was something called for in CAPTI, which is our State
17 component to -- to leverage the federal Reconnecting
18 Communities Program that was created in the IIJA received
19 \$150 million in the budget, and Caltrans is currently
20 working on implementation of that -- of that program to
21 help reconnect communities and repair past harms by -- by
22 taking down barriers between -- between communities that
23 were -- were created due to transportation choices of the
24 past.

25 So we're really -- I think this is a tremendous

1 area of work that the Department is diving into and I'm
2 personally very excited to see where that goes. And I
3 think it's a very promising part of the work that the
4 Department is doing.

5 Next slide, please.

6 --o0o--

7 CalSTA DEPUTY SECRETARY MOOSAVI: All right. So
8 just to wrap up, I wanted to talk about kind of evaluation
9 of CAPTI impacts and kind of where we go from here and
10 what all of this means to -- to the work that we're all
11 doing together.

12 --o0o--

13 CalSTA DEPUTY SECRETARY MOOSAVI: This is a
14 summary -- so a lot of those that I went through, I
15 marked -- or many of those are completed actions. We have
16 completed 35 percent of all the actions listed in CAPTI,
17 or 12 actions in total, and have another 18 that we have
18 identified as -- as underway. And these are -- these are
19 actions that are well underway. So, you know,
20 collectively, that means 88 percent of the plan is, I
21 think, very much on track to completion.

22 We identified short-term and medium-term actions.
23 In the short-term range, we gave ourselves three years to
24 do those short-term actions. And I think we're well ahead
25 of -- ahead of the curve to meeting that mark on most of

1 outcomes, to think about how those projects and future
2 cycles, what are those outcomes and those projects and how
3 do they differ or not from previous cycles kind of
4 pre-CAPTI adoption. And so we'll be measuring emissions,
5 economic prosperity, and social equity benefits to try to
6 see how are our project portfolios shifting as a result of
7 these actions that we have implemented.

8 Next slide.

9 --o0o--

10 CalSTA DEPUTY SECRETARY MOOSAVI: So this is a
11 little bit of a deeper dive of the specific metrics that
12 we hope to measure under each of these buckets. And
13 this -- as I mention, this is part of a study that's just
14 kicking off now and we're hoping could be something that
15 we have some preliminary results for in -- in future
16 iterations, hopefully next year of the annual report.

17 Next slide.

18 --o0o--

19 CalSTA DEPUTY SECRETARY MOOSAVI: So just to wrap
20 up, as mentioned, we are accepting written comments on
21 this draft and, of course, comments today from
22 stakeholders who -- who wish to engage until tomorrow.
23 We've been receiving comments from folks over the last
24 month. So thanks to folks who have already submitted
25 their -- their responses to us. And then we're hoping to

1 release a final report that is reflective of everything we
2 hear by the end of this year.

3 So thank you for bearing with me through that
4 presentation and I'm open to a discussion and any
5 questions you may have.

6 CARB CHAIR RANDOLPH: All right. Thank you.
7 That was very comprehensive and impressive. We're going
8 to take some time and here from the public, and then we'll
9 have shall discussion, and conversation with Board members
10 and commissioners. So Board Clerk, would please call
11 commenters.

12 CARB BOARD CLERK HARRINGTON: Thank you. We
13 currently have six commenters. The first person is Marcus
14 Fuller.

15 MARCUS FULLER: Good morning, everyone. Esteemed
16 Chairs and commissioners, this is a -- a very unique
17 opportunity to address you on the significance of the
18 State's CAPTI movement, which, you know, as -- as we can
19 all appreciate is a -- a major paradigm shift on -- on how
20 we invest in our transportation infrastructure to better
21 meet all of the various important environmental and social
22 justice issues affecting local communities.

23 I had the opportunity to meet with Commissioner
24 Martinez yesterday. And I -- I think her for pointing me
25 to this meeting, which is being held in my own backyard in

1 Riverside within the greater Inland Empire. You know, my
2 name is Marcus Fuller and I have the honor as serving as
3 City Manager for the City of Rialto right here in the
4 Inland Empire.

5 And I also have a unique perspective, because as
6 I grew up in my professional career as a licensed civil --
7 civil engineer in the public works field, I had the
8 benefit of, you know, working on and delivering important
9 capital improvement projects at the local level. And
10 it's -- it was always an honor to do those projects to
11 improve the quality of life for our communities. In my
12 later career now serving at the highest executive levels
13 of local government, I now need to do as CAPTI does and
14 see how we can better leverage our limited local funds for
15 all of the different investments throughout the City to
16 address all the different needs of the City's residents
17 and business owners.

18 Commissioner Martinez shared her very relevant
19 observation with me yesterday, which aligns with CAPTI,
20 which was we see all the investments that all of us have
21 made here in -- throughout the state and Southern
22 California with widening of freeways, but it hasn't
23 obviously had the effect of what we hoped for with --
24 which is reduced traffic congestion. And, of course,
25 there's many reasons for that.

1 However, as we all coordinate on this paradigm
2 shift of working to move the traveling public to other
3 modes of travel and fewer vehicles on our roadways, at a
4 more local and granula level -- granular level, I'd like
5 to share that there still remains some improvements to be
6 made at the local level that support regional traffic
7 needs, especially in communities like Rialto that have
8 made land use decisions over the years to support the
9 important logistic centers that have had their benefits by
10 providing important jobs and improvements to the local
11 economy, but as you can imagine, impacts of increasing
12 traffic and truck traffic importantly, and the
13 environmental impacts that that causes.

14 Bear with me for a second. In Rialto, we see
15 that impact daily. And it's my hope that as we move with
16 the paradigm shift represented by CAPTI, we do not
17 overlook some remaining investments in the transportation
18 infrastructure at a local level that will address the many
19 important principles of CAPTI by eliminating traffic
20 congestion, reducing greenhouse gas emissions, and
21 improving air quality and environmental effects.

22 For the benefit of the CTC Commissioners here
23 today, and I'll wrap up -- I believe that was my time --
24 I'll wrap up right now. We will be submitting an
25 important project through the Trade Corridor Enhancement

1 Program for a project at the juncture of Interstate 10 and
2 Riverside Avenue where over 10,000 trucks per day --

3 CARB BOARD CLERK HARRINGTON: Thank you. That
4 concludes your time.

5 MARCUS FULLER: -- access Interstate 10. So I
6 would hope you would appreciate some of the thoughts I had
7 shared with you today. And I really appreciate your time.

8 Thank you.

9 CARB BOARD CLERK HARRINGTON: Thank you.

10 Next up we have Manny Leon.

11 MANNY LEON: Thank you, members of the Board.
12 Manny Leon, California Alliance for Jobs.

13 And before I start my formal comments, may I just
14 say that I'm a little unsettled and don't know if -- that
15 I'm seeing Starbucks holiday cups already. I'm just
16 saying that --

17 (Laughter).

18 MANNY LEON: -- I'm still drinking pumpkin spice,
19 so I'm not ready to transition to peppermint yet. I'm
20 just saying, so --

21 CTC VICE CHAIR GUARDINO: Hey. Hey. This was
22 the size of my ice coffee this morning. They're going to
23 start putting diving boards on the side of these things.

24 MANNY LEON: I'm just saying, right,
25 Commissioner, it's a little too --

1 CTC VICE CHAIR GUARDINO: By the way, that
2 doesn't come out of your time.

3 MANNY LEON: Thank you. And so the Alliance has
4 submitted a formal comment letter with respect to the
5 CAPTI progress report. We submitted that earlier year
6 this week. I have three points to make.

7 First and foremost, the construction industry
8 acknowledges and understands the need for the green
9 transition. With that in mind, we strongly urge the ARB
10 and CTC to actively engage and work with stakeholders,
11 including the construction industry, to develop policies
12 and program guidelines that are both practical and will
13 allow the State to realistically reach its climate
14 objectives.

15 Second, we ask CalSTA and Caltrans for an
16 increased engagement and greater participation with
17 stakeholders in the development of Caltrans's -- Caltrans
18 System Investment Strategy, otherwise known as CSIS.
19 While we have -- while we all have the opportunity to
20 submit formal comments regarding the next round of CSIS
21 development by the middle of this month, it's unclear if
22 CalSTA and Caltrans are meeting with stakeholders and
23 actively engaging throughout this development process.

24 And third and most importantly, as policies and
25 programs -- policy and program guidelines continue to be

1 developed and carried out under the CAPTI footprint, we
2 strongly urge the intent and integrity of existing
3 transportation funding programs is preserved. For
4 example, with respect to the Local Partnership Program,
5 regional transportation agencies work diligently to
6 prepare local sales tax measures with expenditure plans --
7 with expenditure plans that are designed to meet their
8 local transportation needs. These expenditure plans are
9 approved by the voters with a super majority no less.

10
11 It's imperative that the promises made in those
12 plans are promises kept by public entities. Again, we ask
13 that the intent -- integrity of the existing
14 transportation funding programs remains preserved and
15 thank you for your time.

16 CARB BOARD CLERK HARRINGTON: Thank you.

17 Next up, we have Sandy Naranjo.

18 SANDY NARANJO: Good morning, esteemed leaders of
19 CARB, CTC, and HCD. My name is Sandy Naranjo. I'm the
20 Policy Advocate for ClimatePlan, which is a network of
21 organizations dedicated to creating a healthier
22 sustainable California where people of all backgrounds and
23 incomes have the opportunity to thrive.

24 I am joined by members of the ClimatePlan network
25 here in person and here virtually to provide our testimony

1 on our position on the draft 2022 CAPTI Annual Progress
2 Report. We find CAPTI to be critical in aligning our
3 annual five plus billion transportation budget with the
4 State's climate health and equity goals. While we
5 appreciate the enthusiasm of our State agencies to
6 complete the actions and strategies outlined in CAPTI, we
7 want to point out that the report of over 88 percent of
8 the strategies that is completed or underway does not
9 accurately reflect the complexity of aligning
10 transportation spending to address climate change, equity,
11 and public health.

12 The success of CAPTI should be measured by the
13 proportion of transportation investments that are reducing
14 actions, promoting public health, and equitable investment
15 in our communities. While we do know that completing
16 strategies and actions are important, our network urges
17 that these actions must lead to implementation, such as
18 the following, reevaluating progress. Indicating a
19 strategy is completed does not accurately reflect the
20 status of implementation. In many cases, items being
21 added to guidelines or discuss a need are counted as
22 complete and where in reality, it is only the first step
23 in a multi-phase process. Transportation around
24 investments, CAPTI should focus State's investments and
25 provide an impetus to divert money from projects that

1 adversely impact communities of concern to projects that
2 benefit environment, public health, and economy in future
3 progress reports. We would actually like to see a
4 breakdown of investments.

5 And updating CAPTI. As we know, it's a living
6 document and there must be plans to update strategies'
7 actions. The process to update CAPTI should be outlined
8 and transparent.

9 We thank you again for your time and you'll be
10 hearing from fellow members of the ClimatePlan network on
11 the different aspects of the draft annual report.

12 Thank you.

13 CARB BOARD CLERK HARRINGTON: Maureen[SIC]Norman.

14 MARVIN NORMAN: Good morning. My name is Marvin
15 Norman. That's all right. I -- my handwriting always
16 gets that -- does that to me. But on behalf of CCAEJ and
17 myself and Inland Empire Biking Alliance and -- I was glad
18 to see this update of CAPTI. It's good to see that, you
19 know, first off, that it's being implemented and that it's
20 being -- you know showing truths. And we preferred con --
21 point that -- the legislation was passed earlier was
22 vetoed, but we're glad that there's a commitment to
23 continue updating it. And hope to see that continue to
24 work.

25 Of course, we need the additional investments

1 especially in the alternative transportation options. I
2 know sometimes there is a -- an idea that some things
3 won't work some places. But, you know, right outside of
4 this building, we have, you know, the protected bike lane
5 here in the Inland Empire. And it's one of the better
6 ones I've seen in the State actually in terms of its
7 construction.

8 And so -- so if we could get more of those, it
9 would be great. And I've -- in terms of Active
10 Transportation Plan, we definitely would agree that we
11 need more funding there. Our Active Transportation
12 Program, the recent round was especially brutal -- despite
13 the additional funding was especially brutal for the
14 Inland Empire.

15 Out of the entire region, there were four
16 projects funded at the State level, one in Coachella
17 Valley and three in the Jurupa Valley, and zero projects
18 funded in San Bernardino County, where -- at the State
19 level. So part of that is, you know, I think as a bike
20 advocate, I know -- I know I've not been completely
21 pleased with some of the projects that some agencies put
22 forth and think they could do better. But there also
23 is -- just is a lack of resources and shows the real need
24 that we have, because a lot of projects -- big projects
25 got funded, which, you know, kind of took up the funding

1 that usually -- that would usually get caught for,
2 that would -- that the other projects we're getting in the
3 past.

4 We also would like to see -- make sure that CAPTI
5 continues to prioritize the clean investments and making
6 sure that it, as much as possible, we keep the -- the
7 polluting -- the most polluting users and uses, you know,
8 complying to their -- their set routes. We continue to
9 have a big problem in this region with truck routes or --
10 or the lack thereof, leading to trucks everywhere.

11 And so part of CAPTI's work to provide more clean
12 options would help in that regard and to fund the projects
13 that keep the trucks on their designated routes instead of
14 wandering through our neighborhoods, and by our schools,
15 and by our parks, and elsewhere where we have our most
16 vulnerable users.

17 So thank you again for your time and for the work
18 on this project.

19 Thank you.

20 CTC COMMISSIONER LYOU: Madam Chair, can I ask a
21 question?

22 CARB CHAIR RANDOLPH: Yes.

23 CTC COMMISSIONER LYOU: Marvin, I think if I --
24 if I remember correctly, you served as one of the
25 reviewers on our Active Transportation Program funding

1 proposals. Okay. I just want to thank you for that,
2 because without the help of people like you going through
3 and helping our staff assess those -- those proposals, we
4 would never be able to even get that money out the door.
5 So thank you for -- for providing your assistance in that
6 process.

7 MARVIN NORMAN: Yeah, thanks for -- yeah, three 3
8 years now. I'm glad to do it.

9 CARB BOARD CLERK HARRINGTON: Next is Amparo
10 Miramontes.

11 CTC VICE CHAIR GUARDINO: As Amparo makes her way
12 down, Marvin, I'd also like to thank you. We -- we depend
13 on about a hundred volunteers to help our amazing
14 professional staff with those evaluations every cycle.
15 And the fact that you continue to do that is greatly
16 appreciated. And thanks for bringing your daughter today
17 as well.

18 AMPARO MIRAMONTES: Hi. Good morning. My name
19 is Amparo Miramontes. I am here on behalf of my family,
20 but I'm also working with CCAEJ as their Policy Director.

21 I'd like to thank the opportune -- thank everyone
22 for the opportunity to comment on the CAPTI Draft Plan.
23 And I'd specifically like to start off with just talking
24 about what it feels like to be a parent and wanting to
25 have your kids ride their bikes and they can't.

1 So I think that -- pointing out that image where
2 there was the buffer is really important to me, because I
3 live in Fontana, on the boarder of Rialto. And our kids
4 have the Pacific Electric Trail, where we could ride
5 bikes. But to get there, you literally have to have a
6 car, because the prioritization has been, you know, the
7 logistics sector or these huge big rigs that are on every
8 road, even on the roads they're not supposed to be on.

9 And so that makes it very difficult as a mother
10 to want to encourage my children to ride their bikes or
11 even ride bikes down to the trail that is beautiful and
12 awesome, but I think there's some fundamental issues that
13 we need to resolve.

14 In regards to the draft plan, on page 26, I
15 noticed that there's social equity tools that list
16 CalEnviroScreen 4.0 and there's some tools listed for
17 emissions. I would encourage that we reach out to the
18 Robert Redford Conservancy at Pitzer College and Radical
19 Research to use their warehouse city tool. If one of the
20 things that we identify is the multimodal access to public
21 transportation to the roads themselves, then we probably
22 need to start overlaying what those warehouses look like.

23 And we were overlaying that, there's an amazing
24 tool that they have built that shows the warehouses where
25 they are today, where they will be, and they've built a

1 knew act -- new part of this that shows where schools are.

2 So when we talk about having accessibility, we
3 really need to remember there's children walking home
4 and/or they could ride their bikes, but it's not safe, and
5 a lot of times there's no sidewalks. And so in the
6 report, I also saw complete streets only mentioned three
7 times, which I don't think is enough, because really we're
8 looking in the future state, where we're talking about
9 urban sink -- heat sinks. And Rialto did an amazing
10 climate impact report where they expect to see more than
11 20 high heat events. And if we're taking public
12 transportation, there's nowhere to run.

13 And so you're going to be waiting for the bus in
14 extreme heat. And we haven't seen -- I didn't see enough
15 mention of landscaping in there to help combat that urban
16 heat sink effect. And I didn't see enough play on
17 permeable materials or cool effects. So I would encourage
18 that we take a deep look at the fact that, you know,
19 there's going to be kids walking home from school and
20 there's not enough access to safety, safe routes. And I
21 think that should be incorporated as well.

22 And if we are going to be looking at complete
23 streets, we really, really need to remember that there
24 needs to be cool places to rest and there needs to be
25 places to get water. And if we could prioritize, you

1 know, children and families in this plan as well, I would
2 really appreciate. Thank you so much for your time.

3 CARB BOARD CLERK HARRINGTON: Thank you.

4 Next is Jacki Bacharach.

5 JACKI BACHARACH: Thank you so much. I share
6 with Marvin bad handwriting. I'm from the South Bay
7 Cities Council of Governments. And we are the -- what we
8 call the real south bay. We're in the area of Los Angeles
9 County between the Port of Los Angeles and LAX. We're 16
10 cities, part of the City of Los Angeles and county
11 unincorporated area. And we're ethnicity, geography,
12 language, a real microcosm of California.

13 And I'm here because I wanted to talk to you
14 about the 20 years of data that we have been doing,
15 research and pilot projects in the South Bay Cities
16 Council of Governments. We have come up with four
17 relevant facts that I want to start with. And those
18 relevant facts are that 70 percent of our trips are three
19 miles or less. Ninety percent of our trips are 10 miles
20 or less. We're traveling locally. Eighty percent of our
21 traffic is on 20 percent of our streets.

22 And the final statistic is we have about 286,000
23 second, third, and fourth vehicles in households. And if
24 we can make a dent in that, then we think we're doing
25 something that will make a major difference to support

1 State goals.

2 So what are our re -- what's our response?

3 Our response is that we're working to implement a
4 zero-emission micro-mobility network that will provide
5 more travel options for all ages and abilities. And what
6 I mean by that is if you look at the -- you have streets
7 today. You see Neighborhood Electric Vehicles. You see
8 scooters. You see segues sometimes. And there's no safe
9 places for those to go.

10 So we're looking at not only bikes, but all of
11 those others for our micro-mobility network. We call it
12 the South Bay Local Travel Network and we're implementing
13 it with our cities. It provides sustainable, healthy,
14 equitable travel and is applicable to communities we feel
15 throughout the state of California.

16 It reflects travel patterns in our communities
17 and it's low cost to implement and primarily uses existing
18 infra -- infrastructure. We strongly believe that our
19 local travel network promises to address travel habits and
20 modes of the future, while focusing on neighborhoods and
21 local trips. With a strong local travel network, there
22 are -- those zero-emission trips will be diverted to local
23 streets off of arterioles, reducing congestion on the
24 arterioles, and will reduce GHG emissions with, as you
25 know, level 1 charging, low electricity requirements.

1 I'm here today to speak to you three agencies,
2 because we are excite about this project, and the fact
3 that it pretty much meets all of the State goals for 2050
4 in the California Transportation Plan, but it does not fit
5 into any of your funding categories. It's not active
6 transportation, because it's motorized and the vehicles
7 would be motorized. It's not highways and it's not
8 corridors.

9 CARB BOARD CLERK HARRINGTON: Thank you. That
10 concludes your time.

11 CTC COMMISSIONER LYOU: Madam Chair, Can I ask a
12 question of Jacki.

13 Jacki came here because I asked her to today.
14 She briefed me -- her and her team briefed me on this
15 micro-mobility network on Tuesday. And I thought it was
16 opportune for her to come and talk to us about a strategy
17 that would really help address our CAPTI goals. However,
18 the frustration of looking at the rather narrow funding
19 pots that we have at CTC to throw money at and none of
20 those projects fitting neatly -- or her projects fitting
21 neatly into any -- any of those funding buckets.

22 And quite honestly, she is -- she's trying to
23 solve the problem in a mobile -- with a mobility solution
24 based off data she's been collecting for 20 years. And
25 when I used to sit on the South coast AQMD governing board

1 and the seat that's occupied by -- by this many right
2 here, we funded those pilot projects. And they were
3 incredibly successful.

4 Anyway, Jacki, if you could just sum up for us
5 what you think needs to happen in order to address this
6 round peg, square hole program that we're having.

7 JACKI BACHARACH: I think we need to -- what
8 we're -- I think what we're looking for is a way to
9 broaden the categories. It's more than active
10 transportation to address the latest modes that are
11 available at Costco, at Best Buy that people are using all
12 throughout our communities, but to address them safely.
13 We need them to be part of complete streets. We need them
14 to be part of something more broad than active
15 transportation.

16 CTC COMMISSIONER LYOU: Thank you.

17 CARB CHAIR RANDOLPH: It -- it seems to me like
18 that's an opportunity as the conversations around updating
19 guidelines happens, sort of are there opportunities to
20 update guidelines to try to address?

21 CTC COMMISSIONER LYOU: Some things are set in
22 stone and you -- and the State constitution, but if I
23 could, Vice Chair Guardino, we're coming back to Riverside
24 in a little over a month.

25 I was hoping that we could invite Jackie and her

1 team to do the full presentation for CTC at least, so we
2 can start addressing this mobility issue a little bit.

3 CTC VICE CHAIR GUARDINO: And Commissioner Lyou,
4 thank you. And Jackie, thanks for -- for coming out
5 today. I think you're really wise to look for how we can
6 either greatly grow the pie or create a new pie rather
7 than fight over the crumbs. That never works well as we
8 try to look at new opportunities to reduce greenhouse
9 gases, get people out of their cars, lower air pollution,
10 et cetera.

11 And I like that idea. Mitch, could our
12 professional team look at finding room on the agenda in
13 December, if that's possible, for Jackie to come back to
14 Riverside?

15 CTC EXECUTIVE DIRECTOR WEISS: (Nods head).

16 CTC VICE CHAIR GUARDINO: Great. Thank you.

17 CARB BOARD MEMBER SPERLING: And could I add, so
18 I've worked with Jackie for at least 10 or 15 years. And
19 I just want to endorse exactly what, you know,
20 Commissioner Lyou was saying and what Jacki was saying.
21 We -- it's -- she's exactly right and so I support, and I
22 think CARB ought to be thinking about -- I know she's had
23 various frustrations with CARB as well, because we -- it
24 doesn't fit into our categories either, so...

25 CTC COMMISSIONER NORTON: Vice Chair Guardino.

1 CTC VICE CHAIR GUARDINO: Yes, immediate past
2 Chair Norton.

3 (Laughter).

4 CTC COMMISSIONER NORTON: I just wanted to add my
5 participation and support of having Jackie present on --
6 in our next meeting in December, but I also did want there
7 to be a little more research about this zone in which
8 there are electric bikes, there are these small electric
9 golf cart, other vehicles, where we really do need funding
10 opportunities, because now that we can have electric bikes
11 take us from 10 to 15 miles, we need to have pathways that
12 are aware of these motorers, but also the fact that they
13 are traveling zero emission.

14 So how can we have some new categories of this
15 between active transportation and a sort of lower
16 emission, lower speed vehicles, so that we can actually
17 have our infrastructure respond appropriately? Because
18 there are more and more opportunities for us to have, and
19 we've been asking for this. This is something that CTC
20 asked for when asking for additional ATP money, was \$500
21 million for bike corridors, and especially bike highways,
22 to have this funding for electric bikes, so that we could
23 look at these larger commutes, larger travel, because now
24 you can do that all on one charge, all zero-emission, and
25 we'd like to see more of that happen.

1 CTC VICE CHAIR GUARDINO: Excellent. Thank you,
2 Commissioner Norton. And Jackie, again, I think it's
3 December 7th and 8th here in Riverside. Staff will
4 correct me if I am incorrect on the dates, but I think
5 it's December 7th and 8th. And if our professional staff
6 believes that with all their work on the rest of the
7 agenda, that we can place you on that agenda. We will do
8 our best to do so. And thank you for coming with data,
9 rather than dogma, as we look at potentially a 2023
10 rougher economy than what we were blessed with in
11 California relative to excess funds, as we were in 2022.
12 That's -- I believe that helps as we look at trying to
13 fund additional efforts.

14 JACKI BACHARACH: Thank you very much and I look
15 forward to seeing you in December.

16 CTC VICE CHAIR GUARDINO: Great. And with that,
17 we are going to go back to others in the public who would
18 like to speak before we start a conversation here on dais.

19 CARB BOARD CLERK HARRINGTON: That concludes our
20 in-person commenters.

21 CTC VICE CHAIR GUARDINO: Is there anyone online
22 virtually who would like to speak?

23 CARB BOARD CLERK GARCIA: Yes. It looks like we
24 have nine commenters with their hands raised. So we will
25 start with Ian Griffiths, Will Barrett, Sofia Rafikova,

1 and Beverly Yu.

2 CTC VICE CHAIR GUARDINO: As we do that if -- is
3 there a way to let them know how we can all be good
4 stewards with our time. Do they get hand motions online
5 or -- oh, there is a timing clock. It's behind me. Oh, I
6 see it's in front of me too.

7 Okay. Great. Thank you.

8 CARB BOARD CLERK GARCIA: Sure.

9 So Ian, I have activated your microphone. Please
10 unmute and you can begin.

11 IAN GRIFFITHS: Good morning. Good morning.
12 This is Ian Griffiths and I'm Policy Director for Seamless
13 Bay Area, a non-profit advocacy group that promotes the
14 world class high ridership transit network in the San
15 Francisco Bay Area and across California.

16 My comments will echo points made in a joint
17 letter that we submitted to this committee along with the
18 Bar Area Council, SPUR, and TransForm. We applaud CalSTA
19 and the partner agencies here today on the ambitious CAPTI
20 vision. And while CAPTI is a helpful long-term framework,
21 it doesn't directly address one of the most immediate
22 threats to our ability to reduce VMT and meet our
23 ambitious climate goals, which is the impending fiscal
24 cliff facing many transit agencies across the state, where
25 many agency are -- agencies are projected to run out of

1 federal relief funding within the next two years. And
2 without additional operating funding support, maybe it
3 will be forced to dramatically reduce or eliminate service
4 altogether, undermining many of the strategies within
5 CAPTI.

6 So as such, we really urge this issue -- this
7 committee and members of each of the three participating
8 agencies to make transit operations funding a priority and
9 to advocate to the Legislature to support State funding
10 for transit operations over the next several years to
11 avert deep transit service cuts and possibly making it a
12 topic at one of -- at your upcoming meetings including the
13 December CTC meeting. For example, the Metropolitan
14 Transportation Commission projects that the seven largest
15 Bay Area transit agencies have a shortfall of operating
16 revenue of approximately two billion over the next five
17 years.

18 BART alone the backbone of the Bay Area's transit
19 network, which carried more than 25 percent of statewide
20 transit passenger miles in 2019, they found that it would
21 have to cut service hours by 65 to 85 percent to balance
22 its budget and achieve savings of just 21 to 42 percent.
23 That means basically BART would go from 15 minute
24 frequencies to service every 30 to 60 minutes, really
25 devastating service cuts that could lead to a downward

1 spiral and reduce -- of reduced ridership. So service
2 cuts in the midst of a steadily increasing ridership will
3 devastate the long-term recovery of transit and seriously
4 undermine all of the strategies within CAPTI.

5 Ensuring adequate transit service is also
6 critical to our housing goals. You know, our forward --
7 forward progress accelerating new housing production
8 incorporates incentives for developers to build near high
9 quality transit with adequate service levels in order to
10 reduce VMT. So cuts in transit service coming on the
11 heels of legislation prohibiting minimum parking
12 requirements could leave new residents with no transit
13 options and undermine the critical role for infill housing
14 to -- production to reduce our carbon emissions.

15 So in summary, just really applaud CAPTI, but
16 urge you to ensure the ongoing relevance of CAPTI by
17 addressing the shortfall in transit operations funding in
18 your upcoming meetings and to advocate to the Legislature
19 to make it a priority.

20 Thank you.

21 CARB BOARD CLERK GARCIA: Thank you.

22 Next we'll hear from Will Barrett. Will, I have
23 activated your microphone. Please unmute and begin.

24 WILL BARRETT: Thank you very much. My name is
25 Will Barrett. I'm the National Senior Director for Clean

1 Air Advocacy with the American Lung Association.

2 And I want to start by saying thank you for the
3 hard work and ongoing engagement with stakeholders on the
4 development and implementation of CAPTI. Many of us in
5 the health and medical community have championed Executive
6 Order N-19-19, the CAPTI development process and now the
7 implementation as critical tools to build healthier
8 communities for all. We were, of course, disappointed in
9 the veto of the CAPTI codification legislation this year
10 and look to the administration to really live up to the
11 promise of the Executive Order and the CAPTI in terms of
12 health transportation investments.

13 And we want to very much emphasize we'll continue
14 to support you all in this critical effort. CAPTI
15 represents a major opportunity for health, equity, and the
16 reduction in harmful pollutants that threaten communities
17 and our climate. We recognize that most of the projects
18 and guidelines have not yet been updated to reflect the
19 adoption of CAPTI and believe that these shifts in
20 investment must be the marker of progress and success.

21 And we'll be submitting a letter with health
22 partners tomorrow and we very much appreciate the focus on
23 metrics to track progress and want to offer a few comments
24 on those. And I'll also touch on comments we made
25 previously to CARB in the SB 150 report on SB 375

1 implementation.

2 For the CAPTI metrics, we feel that the main
3 outcomes of the plan must be to show improvements in
4 community health, mode shift, and shifts in investment.
5 We believe that the inclusion of metrics for VMT is
6 appropriate for inclusion as a marker for many of the
7 goals and strategies in the CAPTI framework. The
8 inclusion of the greenhouse gas metric it's appropriate,
9 but it's not sufficient to track all pollution reductions.
10 We recommend tracking diesel particulate matter and other
11 harmful pollutants posed by the transportation projects
12 that CAPTI seeks to address. These projects and these
13 pollutants cause the disparities that CAPTI specifically
14 calls to address and we think that's critical. And you'll
15 actually hear quite a bit more about diesel health impacts
16 in the freight item later today.

17 Finally, we'd suggest a metric for shifts in
18 investments specifically. How many pre-CAPTI projects
19 actually align with CAPTI or actually undermine CAPTI?
20 How many misaligned projects can be revised to support the
21 goals and the promise of CAPTI? Ultimately, wanting to be
22 clear on what's in the pipeline now, the legacy projects,
23 that might sink our hopes for success.

24 On the CARB report on SB 375 implementation, we
25 suggest that a clear tracking of policies recommended by

1 CARB to advance healthy communities and a CAPTI life
2 report or dashboard on SB 150 recommended policy changes,
3 or lack of policy changes would be similarly useful to the
4 overall State efforts to build healthier communities. So
5 again, this is critical work. We look forward to working
6 with you. We'll be, you know, in touch and continue to
7 engage and really look at this and appreciate the robust
8 engagement of all the agencies and staff here today.

9 Thank you.

10 CARB BOARD CLERK GARCIA: Thank you.

11 Next, we'll hear from Sofia. So I have activated
12 your microphone. Please unmute and you can begin.

13 SOFIA RAFIKOVA: Hello. I'm Sofia Rafikova,
14 policy advocate with the Coalition for Clean Air. Thank
15 you for this opportunity to comment. We're grateful to
16 see all of CalSTA's work in developing the CAPTI draft
17 progress report. However, we are concerned that some of
18 the actions in the report were marked as complete
19 prematurely or do not go far enough in accomplishing the
20 goals they had set out to do.

21 For implementing the California Integrated Travel
22 Project, Cal-ITP, action, we believe it is too early to
23 mark this action as complete. The draft progress report
24 states that only six out of 23 projects funded in the last
25 year TIRCP cycle included Cal-ITP within the project

1 scope. Until all of the TIRCP projects include Cal-ITP
2 implementation and the outcomes of those projects show a
3 successful mode shift, we ask that CalSTA mark this action
4 as underway.

5 With regards to the transportation equity index,
6 we ask Caltrans to revert the equity index to its original
7 goal of being a tool to assist in the evaluation and
8 prioritization of the Department's projects, as stated in
9 the original CAPTI document. We are concerned that the
10 current equity index is very similar to existing tools
11 such as CalEnviroScreen and the Climate and Economic
12 Justice Screening tool, which also identify communities
13 facing adverse transportation impacts.

14 Having the equity index focus on examining
15 projects instead of populations would have not -- would
16 have offered a novel way to determine whether California
17 it equitably distributing its transportation funding. For
18 these reasons, we ask Caltrans to revert the equity index
19 to its original goal.

20 Finally, we ask that the Highways to Boulevards
21 Pilot Program action be marked as underway to acknowledge
22 the additional work that needs to be done to implement the
23 program. CalSTA should plan for how this program will
24 expand outside of the pilot, which would include the need
25 for securing additional long-term funding. The program

1 should also develop and finalize guidelines and identify
2 and quantify metrics in order to ensure that the program
3 has achieved the intended outcome before being marked as
4 complete.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you.

7 After Beverly, we will hear from Amy Thomson, Zak
8 Accuardi, Mary Valdemar, Joanna Gubman, and Nailah
9 Pope-Harden.

10 So, Beverly I have activated your microphone.
11 Please unmute and begin.

12 BEVERLY YU: Thank you. Good morning. My Madam
13 Chair and members. Beverly Yu on behalf of the State
14 Building and Construction Trades Council California
15 representing nearly 500,000 members. Thank you for the
16 hearing and the opportunity to comment.

17 On item 2, we appreciate the work on the draft
18 report on implementation of CAPTI. It is critical that
19 CalSTA, CARB, CDC, and HCD ensure the report provide
20 parity for new fuels and hybrid technologies, including
21 for hydrogen and biofuels to meet air quality standards
22 and meet emission reduction goals.

23 We are opposed to restricting California's
24 response to the climate crisis to a single technology. As
25 you know, increases to California's electric consumption

1 without a corresponding commitment to new power generation
2 will only further strain California's electric grid,
3 putting Californians at risk of more rolling blackouts and
4 grid failures.

5 To ensure the State can produce enough energy in
6 a climate responsible way to power our existing increased
7 future needs, we will also need corresponding sustainable
8 and integrated systems of carbon capture, utilization and
9 storage before electrification is embraced to the level
10 the plan contemplated. We also request the reports
11 support accelerated deployment of fueling and charging
12 infrastructure. Building improving the public fueling and
13 charging infrastructure is critical to sustaining and
14 growing strong middle Class jobs.

15 We need to deploy the infrastructure without over
16 burdening the electric grid, which means a corresponding
17 increase in new power generation as to not cause a grid
18 collapse that will cause a public health and safety
19 crisis.

20 Thank you very much for your work and we
21 appreciate your time and consideration.

22 CARB BOARD CLERK GARCIA: Thank you.

23 Next, we will hear from Amy. I have activated
24 your microphone. Please unmute and begin.

25 AMY THOMSON: Hi, everyone. This is Amy Thomson

1 Transportation Policy Analyst with TransForm. TransForm
2 promotes walkable communities with excellent
3 transportation choices to connect people of all incomes to
4 opportunity to make California affordable and help solve
5 our climate crisis.

6 Thank you for your analysis and update on CAPTI's
7 first year of implementation. We appreciate the work
8 you're doing to support our mutual goals to expand clean
9 mobility, combat climate change, and address inequity
10 across California. We have a few comments on the future
11 of CAPTI and how we can work towards our mutual goals. I
12 echo the comments that my ClimatePlan members made so far
13 and would like to add that will vehicle mile -- vehicle
14 miles traveled reduction, VMT reduction, is frequently
15 stated as a goal within CAPTI, it's not codified within
16 the policy or project review. The movement towards
17 multi-modal corridor planning is very exciting. And for
18 this to be truly realized in line with CAPTI goals, VMT
19 reduction should be codified metric.

20 In order to reach our climate goals, additionally
21 operations funding will be necessary to support existing
22 and new transportation infrastructure. This includes
23 dollars to support programming like road price, shared
24 bikes and scooters, and most urgently transit operations
25 to truly realize frequent, and reliable, and accessible

1 alternatives to driving. Transit agencies across the
2 State are facing fiscal cliffs when federal one-time
3 funding will run out, forcing severe service cuts that
4 will make our transit systems unusable. This is outlined
5 by my colleague Ian at Seamless Bay Area.

6 If transit is running every 60 minutes, we can't
7 expect people to rely on it. In the Bay Area, we face a
8 \$2 million financial shortfall in the next five years.
9 These transit hubs also overlap directly with where we are
10 prioritizing development to address the housing and
11 affordability crisis across the state. I am calling on
12 CTC to address this issue with the Legislature to identify
13 opportunities for State level support while transit
14 agencies figure out a long-term plan to fund frequent,
15 reliable, and affordable transit.

16 Thank you very much for your dedication to CAPTI
17 and work on these important issues.

18 CARB BOARD CLERK GARCIA: Thank you.

19 Zak, I have activated your microphone. Please
20 unmute and begin.

21 ZAK ACCUARDI: Good morning and I'm grateful for
22 the opportunity to be here with you all today. I'm Zak
23 Accuardi Transportation Advocate at NRDC and member of the
24 ClimatePlan coalition.

25 CAPTI has guided important work towards aligning

1 California's transportation spending with its ambitious
2 climate goals. And I heard Darwin note in his
3 presentation that CAPTI mostly requires process and
4 guideline updates and that we'll only be able to judge its
5 ultimately success once we start to see funding outcomes
6 that truly help eliminate climate pollution. We agree.

7 Realizing the full transformative potential of
8 California's transportation investments will also require
9 community voices to be at the forefront of project
10 planning and implementation, especially voices from the
11 communities who are most impacted by those investments.

12 Partnership with community-based organizations is
13 critical to supporting their participation and also
14 critical to bringing their distinctive expertise to bring
15 and ensuring that State transportation investments not
16 only eliminate pollution, but address priority community.

17 Placing community voices at the center of the
18 transportation planning process will, among other things,
19 require the State to prioritize strengthening and
20 expanding coordinated targeted technical assistance to
21 community based organizations, especially in communities
22 who have been most harmed by the legacy of the State's
23 transportation investment decisions to date.

24 CAPTI does -- does have an action item in this
25 vein and we urge Caltrans in particular to prioritize the

1 implementation and advancement of its technical assistance
2 and partnership strategies to eliminate each of the
3 various barriers to participation that community-based
4 organizations face in most impacted communities.

5 Doing so successfully will ensure that
6 California's Transportation investments will not only
7 reduce pollution throughout the state, but begin to
8 address the legacy of harm and environmental injustice
9 that too many of the State's transportation investments
10 have caused to date.

11 Thank you very much.

12 CARB BOARD CLERK GARCIA: Thank you.

13 Mary, I have activated your microphone. Please
14 unmute and you begin.

15 MARY VALDEMAR: Hi. My name is Mary Valdemar.
16 I'm with one of the AB 617 steering committees for San
17 Bernardino, the Environmental Education Collaborative, the
18 Native Council, the Labor Council, and San Bernardino
19 Valley College.

20 And I just wanted to offer some gratitude for the
21 work of really working on breaking silos and centering
22 equity in the -- in the CAPTI plan, and just for having
23 meetings like this where multiple agencies are brought
24 together to deal with, you know, climate crises, you know,
25 together, and, you know, work on how can be bring the

1 community voice forward more. We've seen some, you know,
2 small improvements in the -- in those areas, especially in
3 some of the recent work, but we still have work to do as
4 some of the other folks have said who made public comment.

5 I am on the AB 617 steering committee for San
6 Bernardino. And I really want to lift the comments that
7 highlight the disparity that San Bernardino has been
8 experiencing as a community and a region, and say that we
9 need help in bringing along some of the other surrounding
10 cities to this conversation. One of the most frustrating
11 parts about participating in these public comments is that
12 often folks in the room are, you know, saying the same
13 things and feeling the same things. But it's the people
14 not in the room that we need to get in the room and figure
15 out how we can, you know, do a better job of making sure
16 that all the communities in our region are participating
17 in this conversation and understanding the overarching
18 goals and not doing the opposite and kind of working
19 against us as we try to make progress with some of these
20 projects.

21 I'd like to see this conversation also brought
22 more to the grass roots, small local, regional planning,
23 you know, youth and student organizations. We need more
24 of that voice, as those folks are going to inherit the
25 impacts, right, after -- after we're done and long gone

1 from here. And then don't forget, please, higher
2 education and our education systems, and labor, as we move
3 past the notion that we have to choose between
4 environmental justice and good jobs, good living wage
5 jobs, we can't have both. We want to see planning
6 happening at all levels to, you know, encourage this and
7 help build the infrastructure that we're going to need for
8 the future.

9 I know there's a lot of projects not directly
10 related to this that are impacted by this work. For
11 example, there's a green foresting project to put, you
12 know, more green schools in our communities. There's
13 some -- several projects for outdoor access equity that
14 we're working on. And although they may not directly
15 impact this plan, they are indirectly related as we need
16 transportation to implement those projects.

17 So please -- please continue to reach out with
18 all the grassroots and small organizations that are doing
19 this work. Thank you.

20 CARB BOARD CLERK GARCIA: Thank you.

21 Joanna, I have activated your microphone. Please
22 unmute and begin.

23 JOANNA GUBMAN: Good morning. My name is Joanna
24 Gubman. I am the Executive Director of Urban
25 Environmentalists. We are a grass roots advocacy group of

1 6,500 activists that works to transform cities and towns
2 into more sustainable, human-centered, and just
3 communities through land use policy reform. Thanks for
4 the opportunity to comment.

5 As State agencies own studies and reports
6 acknowledge, we cannot meet our greenhouse gas and vehicle
7 miles traveled reduction goals, not to mention address our
8 housing affordability crisis without building more infill
9 housing. Infill housing is an essential issue that
10 requires policies and programs with teeth across multiple
11 agencies and not just aspirational goals or process
12 requirements.

13 The CAPTI report suggests that work on infill
14 housing at 7.1 is in -- is complete. However, as with
15 many other elements of your report, the implementation to
16 date is insufficient and would be better described as in
17 progress. To more effectively incentivize jurisdictions
18 to be Prohousing, additional implementation could include:

19 One, programs pointing to the Prohousing
20 designation and similar process indicators could also
21 considered whether a jurisdiction currently has a
22 compliant housing element and is currently on track to
23 meet its regional housing needs allocation, or RHNA, needs
24 on a prorated basis:

25 Two, Prohousing designation could be a mandatory

1 criterion for projects serving high resource locations
2 with a jobs-housing imbalance rather than optional.

3 I'd like to end by expressing my support for the
4 other comments offered by my fellow ClimatePlan members.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you.

7 Nailah, I have activated your microphone. Please
8 unmute and begin.

9 NAILAH POPE-HARDEN: All right. Good morning,
10 everyone and thank you for the opportunity to give
11 comments and discuss CAPTI today. As always, we
12 appreciate this body for their diligence and
13 consistently -- consistency in continuing to uplift
14 CAPTI -- CAPTI's framework and principles at the these
15 meetings. And we are excited to have this discussion
16 today to help move the plan forward.

17 As you can see, we have in-person comments, we
18 have Zooming comments -- people Zooming in. We've
19 submitted written comments. And the ClimatePlan network
20 is deeply committed to ensuring that CAPTI moves forward
21 and is implemented.

22 And I won't spend a lot of time reiterating
23 comments that folks in the ClimatePlan network have said,
24 but I do want to just highlight a couple of them or couple
25 of new comments. One is while we are extremely happy that

1 CalSTA and Caltrans are working towards developing metrics
2 to track the implementation of CAPTI, we are deeply
3 disappointed in the way that the current report
4 articulated the designation of projects being -- or
5 strategies being underway versus completed and would
6 really appreciate a reevaluation of how we're designating
7 whether projects are completed or underway.

8 As commenters before me said, the goal here is to
9 ensure that communities are reconnected, ensure that we're
10 reducing emissions and making sure that everyone has
11 communities to thrive. Until we've reached that goal, we
12 need to be careful about how we're designating, what is
13 complete, and what is underway, and what is in progress.

14 The other thing that I'd like to amplify is in
15 CAPTI and in this body, there's been a lot of work around
16 interagency collaboration and making sure that agencies
17 are work together and we want to make sure that other
18 stakeholders are invited into that process.

19 Members of the ClimatePlan network and outside
20 stakeholders are very interested in ensuring CAPTI's
21 success and would love to be invited into the process of
22 being a part of work groups, attending meetings, and doing
23 whatever we can to further CAPTI and the CAPTI goals.

24 Thank you for your time.

25 CARB BOARD CLERK GARCIA: Thank you.

1 And lastly, we will hear from Ari Eisenstadt. So
2 Arie, I have activated your microphone. Please unmute and
3 begin.

4 ARI EISENSTADT: Thank you so much. Hi, folks.
5 My name is Arie Eisenstadt. My pronouns are he/him and
6 I'm with California Environmental Justice Alliance.

7 I am mostly commenting today to address the
8 interconnection between the transportation issues outlined
9 in CAPTI and the electricity sector. And I know we heard
10 another commenter earlier in the day indicate that there
11 would be a quote need for new generation to meet the needs
12 of the transportation sector. And I mostly want to just
13 highlight the fact that when we're talking about new
14 demand coming from the transportation sector via
15 electrification, we really need to make sure that that
16 demand is not being met by fossil generation and
17 specifically from gas plants, which are poisoning the same
18 communities that pollution from transportation is.

19 And we really need to continue to hold the line
20 when it comes to having no new gas plants in California,
21 and beginning to retire them. And creating electricity
22 from gas to meet transportation needs is not a way to
23 decarbonize the transportation sector. It's only a way to
24 shift pollution to communities that are already
25 overburdened. So we really hope that the -- the agencies

1 here today will consider the need to plan for the
2 electrification of transportation while doing so in a way
3 that increases benefits for communities by building
4 renewables and actually shutting down fossil fuel
5 generation.

6 Thanks.

7 CARB BOARD CLERK GARCIA: Thank you.

8 And that concludes the remote commenters for this
9 item.

10 CARB CHAIR RANDOLPH: All right. Thank you so
11 much. I will open it up to my fellow Board members and
12 commissioners, if you have any comments, or thoughts, or
13 discussion.

14 Professor Sperling.

15 CARB BOARD MEMBER SPERLING: Thank you very much.
16 Let me start by saying that this discussion really
17 addresses the key challenge facing the transportation
18 sector and that is we've created this car-centric
19 transportation system that is -- has marginalized large
20 portions of our population, that is extremely expensive,
21 that has a large environmental impact. And the bad news
22 is most of these indicators are going in the wrong
23 direction, despite all these efforts.

24 You know, VMT per capita has not changed. It's
25 been pretty much flat. For years, it's not gone down,

1 even though we have laws in place to -- to -- you know, SB
2 375 to reduce it. Transit use is less than two percent of
3 total travel in California and has decreased -- has been
4 decreasing actually for over 10 years. Land use, now
5 we're seeing more sprawl happening, large -- you know, the
6 pandemic certainly contributed to that, but that's going
7 in the wrong correction.

8 So, you know, the CAPTI I think is a step in the
9 right direction. And I applaud CalSTA and the Darwin --
10 Mr. Moosavi -- Moosavi for, you know, their great efforts,
11 because it is important what they're doing. But if we
12 look at all the -- you know, the lack of progress, it's --
13 it's kind of stunning in terms of emissions, in terms of
14 equity in the -- in transportation. And so, you know,
15 even CAPTI, if you look at actually projects being
16 approved in the state, there's many new projects being
17 approved that are not aligned with CAPTI and coming into
18 place.

19 And so -- so, I mean, in -- the response to this
20 is clearly we need to do something different, you know.
21 And a lot of the -- most of the comments resonated with me
22 and, you know, I agree that, you know, we need, at a
23 minimum, look at some of these indicators that are going
24 in the wrong direction. They're certainly not going in
25 the right direction, you know, to really focus our

1 attention on what to do going forward. And so, I mean,
2 the end result -- I mean, CAPTI and Darwin can only do so
3 much. And I know he's symp -- very sympathetic to what
4 I'm saying from past discussions. But we need much more
5 aggressive action.

6 And so the question becomes, you know, what --
7 what can and should CTC do? What can and should CARB do?
8 You know, we keep saying this -- these are our goals, but
9 we're not accomplishing them. And so I know -- so I guess
10 the question is what do we do? And I think clearly we've
11 been fumbling around with this for a long time, many, many
12 years. And, you know, maybe I can ask Darwin if he wants
13 to -- you know, put him on the spot a little bit if he has
14 any suggestions. But I know that is putting him on the
15 spot, so I understand if you don't want to say too much.

16 But I would be interested in hearing, you know,
17 like what South -- what Jacki from South Bay COG. That's
18 exactly the kinds of innovation that we should be
19 encouraging, you know, local innovation, trying to do --
20 achieve exactly the goals we're talking about. And she's
21 been getting -- you know, I've worked with her for 15
22 years and she's gotten very little support from the State,
23 from -- in terms of funding in hardly any way.

24 And so I don't know -- I confess, I'm not sure
25 exactly what to do, but I think this is a good time for us

1 to really sharpen our focus and really think very clearly,
2 you know, how can we change, you know, these trends.

3 CalSTA DEPUTY SECRETARY MOOSAVI: Do you want me
4 to comment on that?

5 CTC VICE CHAIR GUARDINO: Yes.

6 CalSTA DEPUTY SECRETARY MOOSAVI: Well, Dr.
7 Sperling, I certainly -- I agree with the -- the overall
8 sentiments. I won't turn this into pulling out my CARB
9 wish list. It sound -- it sounded like that's what you
10 were asking for, but I don't think that's necessarily
11 appropriate. But I think in terms of, you know, how we
12 talk about and think about CAPTI, you know, we've been
13 clear through this process that it is a intentionally
14 narrow effort. And I think that's what frankly is -- is
15 what's distinct and important about it is that it is
16 trying to target a specific set of investments and think
17 about what we do with those to meet these broader
18 challenges, but it's going to take work beyond those --
19 those investments as you noted to -- to tackle these
20 broader challenges.

21 You know, I do think we do have across our -- our
22 agencies several visionary documents that do provide
23 blueprints and lists of recommendations of the types of
24 things we could be doing, whether that's looking at the
25 California Transportation Plan 2050 or even the up --

1 updated CARB Scoping Plan VMT appendix, or I believe it's
2 now called the Sustainable Communities appendix.
3 There's -- there are recommendations galore I think out
4 there in terms of things that we could be doing. These
5 are really politically challenging things and large -- and
6 large things. I think some of the issues obviously came
7 up here today. And, you know, obviously, defer to the --
8 to the Board and Commission in terms of what of those
9 things can be kind of further discussed by this body or
10 tackled.

11 But I don't think we're -- we're short of ideas.
12 It's -- it's just that they're just really complicated
13 issues that span local, regional, State government and a
14 lot of them come down to governance issues, you know, for
15 375, so -- but yeah, I agree, a lot of this is well beyond
16 the scope of CAPTI.

17 CARB CHAIR RANDOLPH: Okay. All right. So we
18 have several -- several in the queue.

19 First, Commissioner Martinez.

20 CTC COMMISSIONER MARTINEZ: Thank you, Madam
21 Chair. And would like to thank all the speakers, whether
22 they were online or here in person and thank Darwin for
23 his presentation. Darwin, you stated something that I
24 think is important. You know, you talk about it's
25 specific certain investments. But what's important here

1 is the narrowing of the investments is shifting the
2 conversation and shifting the funding to accommodate,
3 right, because you -- we have no power over land use over
4 local jurisdictions, but most times, and in the -- and in
5 the past, a lot of our funding from the State and federal
6 has dictated our land use patterns that created the sprawl
7 that we see today, right?

8 So we now have an opportunity to shift that
9 funding and start rethinking, as, you know, we start to
10 see what local government is doing. And so look at what
11 is strong in -- in community. You have folks coming
12 together from a diverse group of folks and we heard them
13 speak here today. You've heard local governments speak
14 here today. There is a lot of enthusiasm about CAPTI,
15 about the vision that CAPTI is setting towards these
16 investments. And so we have a moment in time here, and
17 yes, we're not meeting our goals. And I'm definitely in
18 agreement. And I -- and I wanted to -- to commend
19 Professor Sperling for articulating, you know, what he
20 mentioned, but we all do have a responsibility that we're
21 up here.

22 We have ideas. We don't have all the answers,
23 but I do think, and I'll end with this, is that if we
24 focus on what is small. Small is beautiful. And I said
25 last yes -- last week at a sustainability summit as it

1 pertains to climate at Cal State Fullerton, we -- yes, we
2 want to be ambitious. We want to go big. But when we
3 do small projects and you add them up, they end up
4 becoming big, and it ends up -- it matters. And in local
5 government, sometimes they need to start small.

6 And so I would just advise us as we move forward
7 to continue to engage local government. You know, they're
8 starting to come. They're starting to show up. They want
9 to be involved and engaged, but it's going to be the
10 funding opportunity that we present that help them and
11 guide them to this new story that we're trying to build
12 here in California.

13 Thank you.

14 CARB CHAIR RANDOLPH: Thank you.

15 Dr. Balmes followed by Dr. Lugo.

16 CARB BOARD MEMBER BALMES: Thank you, Chair
17 Randolph. And again, I also want to thank Darwin for his
18 presentation, CalSTA for pursuing CAPTI, and all the
19 speakers who I thought gave thoughtful comments, as Ms.
20 Martinez just mentioned. And I want to focus down on one
21 aspect. We've been hearing the big picture from Professor
22 Sperling and from Mr. Martinez, but the public transit
23 issue, which was highlight by even Ian Griffiths and Amy
24 Thomson. And we just had, at a recent CARB Board meeting,
25 a discussion about the Innovative Clean Transit initiative

1 that we have, which is going to add to the economic
2 pressures on transit agencies.

3 You know, and it's sad to me, there's only two
4 percent of travel in California by public transit. You
5 know, it would be nice to have more transportation on --
6 on public transit in terms of meeting our climate goals,
7 but as the two speakers, Mr. Griffiths and Ms. Thomson
8 mentioned, there's this, you know, economic cliff that
9 transit agencies are about to fall off of when the
10 pandemic level support decreases or stops. And we're
11 pushing, we being CARB, the electrification of public
12 transit fleets. And Professor Sperling and I both were
13 concerned about that at our public meeting. And we want
14 to see zero-emission vehicle buses, but they currently --
15 while they may be a long-term save costs, they currently
16 are really more expensive for these agencies.

17 And I -- you know, I'm frustrated that these
18 already financially constrained agencies might have to cut
19 service, in part because we're asking them to buy electric
20 vehicles that we -- you know, are needed to meet our
21 climate goals. So I don't know -- again, Darwin, I'm sure
22 you don't have any magic answer here, but, you know, other
23 than more money. I think there needs to be more money put
24 into public transit in this State to replace federal funds
25 that are being eliminated. I think there are probably

1 more federal funds in the new -- the new federal
2 legislation, but it's a tough balancing act.

3 And I just, again, want to highlight there's an
4 equity issue here. You know, low income communities of
5 color, the folks that might have to take public transit to
6 get to their jobs, you know, if that service isn't there.
7 And that's a real issue. I -- you know, I live in an
8 upper middle class neighborhood in Berkeley and I see who
9 takes public transit. I said this at our last Board
10 meeting. It's, you know, often home workers, that, you
11 know, have no other way of getting to work and they need
12 those jobs just to feed their family.

13 So anyway, it's a -- it's an issue that I -- I've
14 been frustrated the entire time I've been on CARB, sort of
15 the, I think, insufficient support for public transit.

16 Professor Sperling says nobody takes public
17 transit, but that's wrong too.

18 (Laughter).

19 CTC VICE CHAIR GUARDINO: It may not be safe to
20 be sitting between them though.

21 (Laughter).

22 CARB CHAIR RANDOLPH: All right. Dr. Lugo
23 followed by Commissioner Falcon.

24 CTC COMMISSIONER LUGO: Thank you, Chair Randolph
25 and thanks to all of you for the warm welcome to my first

1 joint meeting. I appreciate that. If anybody knows how
2 to adjust these seatbacks so that they don't bend as much,
3 fill me in, because I'm here sitting here like ahhhh.

4 (Laughter).

5 CTC COMMISSIONER LUGO: It's a little -- it's
6 keeping my on edge a little bit. That was not my comment
7 primarily that I wanted to make, but --

8 (Laughter)

9 CTC COMMISSIONER LUGO: -- just thought I'd take
10 advantage of having my mic on for a moment. A couple of
11 things. Darwin thank you for the presentation. And as I
12 am hearing all these really great comments from the public
13 and from, you know, fellow folks up here, I wanted to
14 highlight a couple things that -- that I just haven't
15 heard come up as much that I think could be relevant to
16 this conversation about how do we actually move toward
17 achieving some of these goals and get our indicators going
18 in the right direction.

19 And, you know, one thing is a kind of unsavory
20 story that relates to this holiday ritual that a lot of
21 just went through around Halloween and trick or treating.
22 So I have a 20-month old daughter and so I am going
23 through the process of reliving things I did as a child,
24 but now on the parent side of things. And I was
25 reflecting with a neighbor of mine on Monday night that it

1 seems to be a kind of semi-typical California thing that
2 you don't trick or treat in your own neighborhood if
3 you're not that wealthy. You go to a nicer neighborhood.
4 And that's the way I grew up. I never trick or treated in
5 my Mexican immigrant neighborhood. We went to my
6 grandma's neighborhood which was in Newport Beach every
7 year at Halloween.

8 (Laughter).

9 CTC COMMISSIONER LUGO: And so I kind of took it
10 for granted. And as someone who thinks a lot about
11 transportation and how do we move away from these really
12 car-based patterns, you know, I thought, dang, is this --
13 what's the deal with this? Why are we driving our kids,
14 you know, to other neighborhoods? What does that tell our
15 kids about the safety and quality of the neighborhoods
16 that we're raising them in. And what happens when -- you
17 know, I started thinking through moments when I was trick
18 or treating as a kid, what was it like as a little brown
19 girl knocking on these doors where wealthy white people
20 were opening, you know, and giving me candy. And there's
21 someone unpacking to do there, I think.

22 But there was something in the local news this
23 week that caught my eye and because we Jacki commenting
24 from the South Bay, I just wanted to bring it up, which is
25 in the City of Redondo Beach, for two years now there has

1 been a flier posted around Halloween that says due to the
2 massive influx of Black people into Redondo Beach, we no
3 longer hand out Halloween candy.

4 And you know, this is -- this is -- what a
5 terrible thing to say. I mean, what this flier is
6 expressing is that children, the primary participants in
7 Halloween trick or treating, children, if they are black
8 are not welcome in this beachside community. And I know
9 that's not a message that many people in Redondo Beach or
10 others in the South Bay would want to send, but
11 unfortunately, I think it's a -- an authentic message and
12 a true one about continuing effects of racism that we have
13 on how we use public space in our communities.

14 And so all of this is a long-winded way of
15 getting to say as long as we're not tracking and investing
16 in tracking what kinds of vulnerabilities people are
17 experiencing based on their skin color, based on other
18 kinds of categories that they fit into, I don't think we
19 are actually able to predict how effective new investments
20 in low-emission infrastructure for transportation are
21 going to be.

22 You can build a fabulous, you know, micromobility
23 network. If people in your community don't feel safe
24 using that because of the color their skin or if people in
25 your community think that someone who doesn't look like

1 them shouldn't be using it, you know, we're -- we haven't
2 actually gotten to creating equitable and accessible
3 systems. So I think there's a lot more we can be looking
4 at in terms of how threats to safety related to these
5 kinds of vulnerabilities play a role in this increasing
6 divide we have between those who are captive on public
7 transit and those of us who can afford to be using other
8 modes.

9 When I started looking at these issues in 2008 as
10 a really just enthusiastic mid-20s bike advocate, it -- it
11 really stuck out to me that, you know, there were the
12 people who had been using public transit all along and,
13 you know, I learned that in planning, those people are
14 referred to as captive riders or just the riders that you
15 can kind of expect. Yeah, they're going to keep needing
16 that service. But then it seemed to me that there was
17 this big group of people, including myself, who were
18 fortunate to have more kinds of choices about the mobility
19 that we use. And, you know, in that time period, again
20 2008 to 2010, which was when I was also helping to design
21 an event in Los Angeles called CEQA via that does open
22 street work to bring people out on bikes and walking, I
23 really thought, wow, you know, we're just -- like, we're
24 on the brink, we're on the cusp. There's going to be this
25 critical mass.

1 And here we are in 2022, I'm a mom who drives my
2 kid around in my electric car an awful lot. And, you
3 know, I have to say I share Professor Sperling's
4 frustration in terms of wondering, you know, why we're not
5 moving in the direction that we all know we should be.
6 And -- and I really just want us to urge -- I want to urge
7 us to consider that these cultural factors actually play a
8 significant role and that we are -- are pretty behind in
9 terms of being able to track them with data and being able
10 to make a connection between how safe people feel outside
11 of their vehicles and whether they're choosing to drive or
12 not. So I just wanted to comment on that.

13 And then I do have a question, which is the
14 program outcome metrics for CAPTI, where does avoiding
15 displacement fall in there, because I know it's one of the
16 guiding principles to be working on, you know, infill
17 housing and avoiding displacement. But in looking at just
18 the, you know, I know high level overview you gave us,
19 Darwin, I don't really see any kind of tracking there in
20 the metrics. So just wondering if there's something
21 specifically about displacement or securing -- you know,
22 stabilizing housing.

23 CalSTA DEPUTY SECRETARY MOOSAVI: That's a really
24 good question, Dr. Lugo. And I think there's -- I have
25 multiple kind of things to highlight with that -- with

1 that question. You know, the CAPTI itself does include
2 several places where we are putting a focus on
3 anti-displacement policies and pulling them into -- into
4 programs. There's a whole action around developing -- and
5 this is well underway right now, developing best practices
6 for anti-displacement policies to put into transportation
7 programs, both saying what's important and we also don't
8 want to overlook both direct displacement and indirect
9 displacement, because we -- we tend to think that we're --
10 we're at the point where we're just talking about indirect
11 displacement, but there are still projects we are funding
12 that are leading to, you know, major amounts of direct
13 displacement of individuals with taking of properties and
14 whatnot.

15 So I think -- I think there's -- there's a lot of
16 work underway there. To be completely frank in terms of
17 tracking, we have struggled in terms of, you know, where
18 and how to begin doing that. That was a topic of
19 conversation in developing the metrics study. There is
20 working, I think, being done in the -- in the equity index
21 to think about that as well. There -- but I don't think
22 we currently have the best tools at our disposal to
23 actually be able to -- to track on specific projects how
24 they're having that impact and then being able to kind of
25 even statewide map that or log that in some sort of way,

1 so -- which is what we want to do with that metric study.

2 But if you have resources you can point us to or
3 other things that you're aware of, we'd be more than happy
4 to look into those and take a look, so...

5 CARB CHAIR RANDOLPH: All right. Thank you.

6 Commissioner Falcon.

7 CTC COMMISSIONER REYES FALCON: Thank you, Chair.

8 Well, I feel so blessed to be surrounded by such smart
9 people with PhDs and doctorates. And, you know, it's --
10 it's -- I feel like an underachiever let's put it that
11 way.

12 I have three things I wanted to share. First of
13 all, I echo Dr. Balmes' comments about funding. And my
14 comments are more focused on funding and flexibility. It
15 seems that, you know, we're constrained in the way that
16 we -- we can invest our moneys, transportation funding
17 into projects. And I guess the question is, you know,
18 what -- what can we do to unconstrain? And I know it's
19 a -- that's a big question, because a lot of this is
20 legislative statute. You know, we have to, you know, look
21 at -- I think, Commissioner Norton had said Constitution.
22 But, I mean, we need to have an honest conversation about
23 how we unconstrain our ability to fund the things that Dr.
24 Balmes had mentioned, including sustainable funding for
25 transit operations.

1 You know, we -- we hear about that all the time
2 and we, at the Commission, feel very constrained and
3 ham -- you know, kind of our hands tied behind our back,
4 like, well, you know, we want to, but we have these
5 mandates that say that we need to put our monies into
6 certain projects that are legislatively articulated. So,
7 you know, I think we need to have an honest conversation
8 if we want to move to, you know, other ways of how we
9 spend our transportation funding. You know, really
10 looking at the fundamental structure that is constraining
11 our -- the way that we spend our transportation funds.
12 That's one.

13 Second, I like the word "small". Thank you,
14 Commissioner Martinez. Speaking in small, thank you,
15 Jacki, for -- for mentioning micromobility and alternative
16 modes of transportation. It's -- it's an area that I've
17 been particularly interested in in my professional life.
18 And if we are going to look at exploring micromobility,
19 maybe looking at, as we, you know, consider bringing this
20 up as an item in December, the opportunities in the
21 private sector as it relates to micromobility and shared
22 mobility.

23 The interesting -- you know, interesting
24 phenomena that has -- you know, that has emerged from
25 these private micromobility companies is that they are

1 continuously refining their -- their technology and their
2 ability me to gather data from their riders. And local
3 governments, and -- and MPOs are using that data to
4 identify corridors that are being used. And so it's --
5 it's an interesting way of prioritizing where to put
6 these -- these bike lanes or electric transportation
7 corridors for e-bikes, for e-scooters, for non-motorized.
8 So I just wanted to -- to bring that up as -- as an
9 opportunity for exploration as -- as we kind of open up,
10 you know, our -- our investigations of alternative ways
11 of -- of mobility.

12 Finally, I appreciate all the public comments and
13 particularly the parent from Rialto that made mention of
14 safe routes to schools and the need for cool zone
15 corridors. I don't know if that's how you said it, but
16 I'm just going to say cool zone corridors. One of the
17 really impactful things that we at the Commission, and
18 CalSTA, and Caltrans have been doing are these listening
19 sessions throughout California listening to communities
20 that have been most impacted by our transportation
21 investments.

22 And one of the common things that we -- we heard
23 is children walking and competing with -- with trucks and
24 safety. And so, you know, it's -- we hear you. It's --
25 it's being conveyed up and down the state in these

1 impacted communities. Again, it's going to take funding.
2 And I think we need to look at how we make these corridors
3 safer, not just to walk but to get to our transit stops,
4 and to make them comfortable. Because I know, I had -- I
5 had shared this last month that I toured Imperial County
6 in September. It was about 120 degrees. And so I can't
7 imagine folks walking to their transit stop in 120 degree
8 heat. As we're trying to encourage more transit ridership
9 in alternative -- alternative modes of transportation
10 outside our cars, we need to make these kinds of modes
11 comfortable for people and attractive for people to use.

12 So thank you. That concludes my comments.

13 CARB CHAIR RANDOLPH: Thank you. Okay. I am
14 going to call on Dr. Lyou next and then we have a couple
15 of Board members who are on our Zoom who want to comment,
16 and then I'll come back to the room for a few more folks
17 who want to comment.

18 So, Dr. Lyou, you're next.

19 CTC COMMISSIONER LYOU: Well, it's great to see
20 so much interest and comments on -- on this item. I'd
21 like to make a proposal and -- because I think we could
22 use some help here and use the collective knowledge of
23 everyone involved. We need more money for a lot of the
24 things we need to do. We don't want to shrink the pie.
25 We don't want to have people competing over the limited

1 dollars that we have. Even though we got a lot of money,
2 it -- you know, a lot of it's going to good places and it
3 needs to continue to go there.

4 So I would like to see if, as our interagencies
5 collaborate, perhaps we could all get together and start
6 thinking of ways to expand the pie to pay for active
7 transportation, to pay for transit operations, to pay for
8 things like that and to come up with some creative ideas.
9 You know, the Governor is talking about doing an excess
10 profits -- profits tax on -- on, you know, petroleum
11 industry. Well, I think I know where that money should
12 go, you know. We don't have an oil extraction tax in
13 California. I think I know where that money could go.
14 You know, I think when you buy a new tire for your car,
15 maybe you could pay an extra buck or so and we could use
16 that to expand active transportation.

17 There's just probably a lot of really good ideas
18 on where we could raise money to pay for the things that
19 we need to pay for that we've been talking about today.
20 So if we could get staff to start thinking about that
21 coming up with a list and then opening it up for, you
22 know, public ideas with creative solutions. I would love
23 to see us come up with a list of funding opportunities and
24 then, you know, an assessment of the viability of each of
25 them, so we could maybe take some action on that.

1 Thank you.

2 CARB CHAIR RANDOLPH: All right. Thank you.
3 Okay. Dr. Pacheco-Werner.

4 CARB BOARD MEMBER PACHECO-WERNER: Hi. Yes,
5 thank you and welcome, Dr. Lugo. It's fun to have another
6 toddler mom on here. And I -- I did want to say that I
7 think I want to kind of come back to how we're defining
8 equity and just the real need for us to all have in this
9 process a uniform definition of equity, because really,
10 you know, to Dr. Sperling's, and Dr. Balmes' comments, and
11 others, I feel like what we're trying to do is sort of,
12 you know, provide parallel investments for people where we
13 are trying to catch up and sort of have a semi -- you
14 know, a functioning public transportation investment for
15 those in poverty, communities of color, and then we're
16 trying to slow down, you know, the VMT issue for everybody
17 else.

18 And I think that that -- that sort of thinking
19 isn't what's going to get us towards equity. And I want
20 to see how we can reimagine transportation, so that, as
21 Dr. Balmes mentioned in his neighborhood, how would
22 transportation be reshaped if it was actually made for the
23 residents and the workers of his neighborhood? What would
24 we expect of our transportation investments then? And
25 likewise, if -- you know, if we already have communities

1 that have expanded, instead of trying to, you know, play
2 backwards, why don't we, you know, rebuild what we're
3 thinking about and start prioritizing, you know, light
4 rail throughout the state.

5 And so, I mean, obviously these are just some
6 ideas, but I do think that I'm concerned about how we
7 think about equity when we are really trying to create
8 parallel systems instead of trying to create the best
9 system that works for everybody where we're at and with
10 the highest expectations of functionality and -- and costs
11 for everyone.

12 Thank you.

13 CARB CHAIR RANDOLPH: Thank you so much. I think
14 that was a great point.

15 Okay. Board Member Takvorian and then we'll come
16 back to the room and I know Director Velasquez wanted to
17 the say a few words too, So we'll do a couple
18 commissioners in the room and then back to you, Dr.
19 Velasquez on zoom.

20 Okay. Board Member Takvorian.

21 CARB BOARD MEMBER TAKVORIAN: Thank you, Chair.
22 And thanks to everyone. Sorry I can't be there with you
23 today. I really want to appreciate Deputy Secretary
24 Moosavi's presentation on CAPTI and also the thoughtful
25 public comments. I wanted to pick up on Board Member

1 Balmes's comments recalling the recent CARB meeting where
2 we received a report on the Innovative Clean Transit.

3 And while I agree that there are certainly
4 challenges, I did want to note that the transit agencies
5 expressed a very high level of collaboration, which was
6 quite a different sentiment than four years ago. And I
7 really appreciate that everybody has been really leaning
8 into moving towards clean transit and that CARB is leaning
9 into that with the significant proposed targets in the
10 Scoping Plan for reduction in VMT, and support for transit
11 expansion, even understanding the challenges that we have.

12 I, too, am concerned about ridership. And
13 there's a lot of reasons for it, but putting it in context
14 is that in many places like in San Diego we're working to
15 build an effective, accessible, affordable, and equitable
16 transit system at the same time as we're working to make
17 it a clean transit system.

18 And based on a August 2022 report, San Diego MTS
19 ridership has been able to recover approximately 75
20 percent of pre-pandemic levels with some of the largest
21 increases in ridership along routes that serve major
22 school and employment centers. That increase is going to
23 be limited on those routes, however, because it -- it
24 takes an average of 90 minutes for a worker to get to work
25 one way. I can attest to that. It takes me 12 minutes to

1 get to my office in National City from my home in City
2 Heights, but it takes me 75 minutes to get there on the
3 bus. So that is certainly a disincentive and something
4 that we need to really address.

5 But I also want to say that our work, and the
6 work of transportation advocates, has shined a light not
7 just on air quality and climate issues, but on the
8 inequities inherent -- inherent in our transit systems.
9 So this is -- I want to echo Commissioner Lugo's comments
10 a bit and say that cost is really critical. We, in San
11 Diego MTF -- MTS, have also experienced very significant
12 ridership increase with the launch of a free transit
13 opportunities program, especially for youth, a 38 percent
14 increase.

15 So while I'm -- I'm also concerned about the
16 impact of zero-emission requirements on transit agencies,
17 I agree with others that we have to carefully evaluate our
18 funding priorities. So picking up on Dr. Lyou's ideas,
19 it's seems like one partnership path for our agencies is
20 to elevate incentives for transit ridership. In my view,
21 these should exceed the incentives provided for passenger
22 vehicles to address the discriminatory practices in BIPOC
23 communities, which has included a lack of accessible
24 transportation.

25 And picking up on Dr. Pacheco-Werner's comments

1 on equity, we have to make sure that zero-emission
2 vehicles and transit are benefiting the disadvantaged
3 communities first, because they're -- they have the worst
4 air quality. So by encouraging transit agencies to have
5 effective environmental justice guidelines and providing
6 better transit to these communities, and I think really
7 providing free or very low cost transit to folks, we're
8 going to be able to change that ridership metric pretty
9 quickly. So that's what I would encourage and agree that
10 we should join together for these funding priorities and
11 funding pushes.

12 Thank you.

13 CARB CHAIR RANDOLPH: Thank you.

14 Vice Chair Guardino followed by Commissioner
15 Norton.

16 CTC VICE CHAIR GUARDINO: Thank you, Chair
17 Randolph. I'll be brief with just two quick thoughts, and
18 if I may be so presumptuous, potentially suggestions.

19 First, thank you to all the speakers today both
20 in the room as well as virtual. Hearing from such diverse
21 group of leaders from our regions and across the state
22 ranging from the partners in the ClimatePlan umbrella, as
23 well as the California Alliance for Jobs, and the
24 California Building Trades, and the American Lung
25 Association, NRDC, et cetera, it was just really helpful

1 that there is so much common ground.

2 And I want to commend you for continuing to
3 emphasize reducing greenhouse gas emissions, VMT, et
4 cetera. And while one or two people mentioned it, I just
5 want to stress again the importance of capturing improving
6 air quality in our messaging. This is a topic that Dr.
7 Joseph Lyou, Chair Randolph, and others have forgotten
8 more than I will ever know. But it has always stuck with
9 me that April 2020 study by Harvard that one of every five
10 deaths on the planet is directly attributable to poor air
11 quality. And so let's continue to message the importance
12 of our efforts that also combine with improving air
13 quality.

14 The second item, and we mentioned this earlier,
15 about the need to grow the pie and not fight over the
16 crumbs, there are still efforts in counties, cities, and
17 even regional efforts around transportation funding
18 measures. And is that a hint that I should stop?

19 (Laughter).

20 CTC VICE CHAIR GUARDINO: I get that at home, but
21 again there are -- there are measures that are being
22 considered and are under development in the years ahead
23 for more dollars that should be targeted by design to meet
24 these needs, as the expenditure plans are built in a
25 collaborative community-based way.

1 I've had the pleasure of directly leading six
2 county and regional campaigns 1996, 2000, 2008, 2016,
3 2018, 2020, that combined were -- were and are over \$100
4 billion in transportation investments in -- in the Bay
5 Area region. And those were all -- those were all
6 fingerprints of where our values are in terms of the way
7 that those funds are allocated to address a lot of the
8 issues we're discussing. So continue to engage in those
9 county and regional efforts to build those plans to meet
10 these needs.

11 CARB CHAIR RANDOLPH: All right. Thank you.
12 Commissioner Norton.

13 CTC COMMISSIONER NORTON: Thank you so much. And
14 I agree with all the testimony that was given today and
15 how helpful it has been. And thank the commissioners
16 we've just been hearing from.

17 I wanted to raise two points that haven't been
18 said. And one is that I think we need to talk about why
19 people are driving. And partly it's because we are being
20 asked to make a choice between wealth creation and
21 transportation very often. Drive till we qualify is still
22 happening. And we have the ability in State law to change
23 State law, and to look at condo creation, to look at way
24 more ways in which we can create home ownership near
25 transit. We have that ability. We haven't looked at it

1 in quite some time.

2 We need to be able to give people an opportunity
3 to create wealth, to have access to ownership, while also
4 being near transit, and to ensure that we have high
5 quality transit corridors that are reaching communities
6 that are many single family homeowner communities, which
7 is why we should be seeing suburban communities that are
8 clamoring for bus rapid transit and other things to be
9 able to use transit, even while living in single occupancy
10 neighborhoods.

11 We -- housing policy makes a big difference
12 towards transit use. And I'm so glad that Director
13 Velasquez is going to be speaking soon about what we can
14 do for students who graduating from our world class
15 institutions and can't stay in California, because they
16 can't afford to live here. We have to stop educating the
17 world and then watching them leave.

18 I have two kids who don't have their driver's
19 license. They take transit. Young people want to take
20 transit. They don't want to drive. Twenty-four and 20.
21 We should be keeping populations that actually have a
22 history of transit use and want to stay in ways that they
23 can actually stay.

24 And another policy that I hope we can work on
25 together interagency is our ability to have good high

1 quality tolling on our freeways that results in high
2 quality transit, and -- and long and dedicated sources for
3 transit operations. We can do this. And I think there
4 are some ways that we could be expediting placement of
5 these corridors, working with Caltrans, and operating high
6 quality transit. We're hear this all over from every
7 region, they want to operate more buses and move towards
8 electrification with funding sources that can even have
9 the private sector participate.

10 We have tools available to us and I do hope that
11 we can look, as Commissioner Martinez talked about, at the
12 way land use does affect how often we use transit. We can
13 do more. We can do better. And I think we have a
14 legislature and a Governor that are willing to find all
15 means necessary to make it all work in the end.

16 Thank you.

17 CARB CHAIR RANDOLPH: All right. Director
18 Velasquez followed by Commissioner Davis.

19 HCD DIRECTOR VELASQUEZ: Thank you, Chair
20 Randolph. This is a great conversation. Very inspiring.

21 I just have a brief comment. I know we're
22 probably running behind. So if you have lately read the
23 news, or even better seen the Governor speak at one of his
24 press conferences where the issue of the press conference
25 is housing - even this morning in the LA Times the article

1 about local homelessness plans - you'll notice the
2 takeaway of his message is on housing we've provided
3 millions of dollars in local planning grants, we're
4 putting through historic, unprecedented investments in
5 affordable housing and homelessness programs.

6 But it is contingent upon local jurisdictions to
7 once and for all create their fair share of housing that
8 they've -- many of them have neglected for many years,
9 maybe decades.

10 Where am I going with this?

11 The question is how? And this is where our joint
12 interest come together in this Committee, because we put
13 forth this prohousing designation program that explicitly,
14 explicitly informs jurisdictions what are the best methods
15 to dismantle the barriers that prevents the creation of
16 more affordable housing, but it does so also in a way that
17 advances the goals that we're talking about here. You
18 know, climate and -- clean friendly transportation goals.

19 And so the fact that CAPTI has, and thanks to
20 CTC, have now incorporated the Prohousing designation as
21 criteria for these three important grant programs of CTC.
22 It's very, very promising.

23 Now, you heard me say this before, but I think
24 all of our comments should end with, well, what else do we
25 need to do? Some of you have put out that question, what

1 else do we need to do? Well, I think we can do more. I
2 think we are making a lot of progress, but we can do more
3 because it is. Once a jurisdiction is designated
4 Prohousing by the -- by the State. It is about continue
5 to pile on the different -- tool is a toolbox, right?
6 Incentives that make -- make sure that those jurisdictions
7 create the housing we need in the right places, in the
8 right locations, that are going to incentivize the use of
9 public transit, the use of -- the reduction of vehicle
10 miles traveled, infill housing near where people go -- do
11 their business go to school, go to work, it is -- it is in
12 the criteria of this Prohousing designation where we --
13 when we pile -- where we pile on all of these goals.

14 And this is relevant to the -- I think Ms. Lugo
15 was talking earlier and was asking about displacement,
16 because the way we -- all of our work is equity, equity
17 focused. So the way we reduce displacement effects on
18 low-income people is to create those deeply affordable
19 housing units next to bus stops, next to rail stations.
20 That's how we do it, right? But it has to be based on the
21 accountability as a state that we -- that we ask local
22 jurisdictions, transit authorities, counties, you know, is
23 based -- it's all about accountability to make sure that
24 those decisions happen.

25 And so accountability is something very important

1 right now in our -- in our how -- affordable housing body
2 of work. The Governor talks all the time about this. And
3 he talks about it. And if he is forcefully pushing this
4 agenda, why wouldn't the entity, the Department, the
5 agencies under the executive authority commissions do so
6 as well.

7 And so I think accountability is going to be
8 critically important for our joint goals. And I just want
9 to just say you probably -- you know, Darwin, you will
10 probably hear some maybe not so positive feedback about
11 these criteria of Prohousing in terms of this funding, but
12 I say this is the way to do it. This is the way to do It.
13 It goes straight to the accountability piece and how the
14 State supports localities in creating the right type of
15 housing that meets transportation and climate goals at the
16 same time.

17 CARB CHAIR RANDOLPH: All right. Thank you.

18 Commissioner Davis followed by Board Member Hurt.

19 CTC COMMISSIONER DAVIS: I first want to echo
20 what's been said by several folks. Thanks to all the
21 speakers that are here today for your comments. It
22 provides all of us up here with insight that I think is
23 valuable, so thank you for being here.

24 I just wonder, Darwin, when would we expect to
25 see some of the work that Mineta Institute is doing and

1 when might that be available for everybody to take a look
2 at, one? And two, I think it was Mr. Leon from the
3 California Alliance for Jobs talked about collaboration
4 with the construction industry. I mean, you guys all know
5 what my full-time job is. You know, we're -- we're a
6 industry, a majority minority industry. We move those
7 folks into the middle class lifestyle. Most of them,
8 as -- at least all the CTC folks heard me say, I mean, the
9 vast majority of our membership is super commuters.

10 And I think collaboration with the construction
11 industry would be helpful, especially as you're moving
12 towards trying to figure out what you're going to do with
13 road charge versus gas tax, so that we don't, you know,
14 disenfranchise people who have sort of lifted themselves
15 up by their own boot straps and created a lifestyle for
16 themselves. And construction employers good ones are hard
17 to find, few and far between. And making it harder for
18 them to compete and stay in business is bad for the
19 industry, one. Two, it's bad for us as a Commission as we
20 award projects when there's less competition.

21 The money that we have and this money that we
22 keep talking about needing more money for funding. Well,
23 when we're having to pay more money for projects because
24 we're not making decisions that helps -- helps employers
25 stay competitive, then sort of drives our costs up just on

1 the -- on the -- on the results of -- results of that.

2 SB 1 policy sort of dictates how those monies are
3 suppose to be spent -- spent. I suppose as we move from
4 road charge to -- from the gas tax to the road charge that
5 it becomes a -- kind of a non-issue that money might not
6 be spent for where it was originally supposed to be spent,
7 but I'm -- I'm big on the fact that if we sold the public,
8 you know, vote for this and here's what's going to happen,
9 that we don't go back on that deal.

10 And there's got to be creative ways that we can
11 try to get transportation to work better. I'm an
12 industry -- I'm in -- I'm in an industry where my -- my
13 people are not going to get on a bus, because they're
14 going to be in a truck with all the tools they need.
15 Their jobs aren't near bus lines. They're not near
16 transit lines. And to be quite frank, we're in Southern
17 California today, there were trucks coming down from
18 Victorville, Phelan, not quite as far as Barstow, right,
19 folks coming from Banning and Beaumont that are going into
20 LA to go to work.

21 And so, you know, we need to make sure that we're
22 taking care of people, regardless of what industry they're
23 working in, that their job doesn't allow them the
24 opportunity to get on a bus or get on a train to go to
25 work. So I would appreciate that -- you know, I'd be glad

1 to if -- I would be glad to offer up -- I -- I will find
2 employers that will be willing to participate in whatever
3 study you want to do, so that we make sure we're not
4 impact -- impacting that industry adversely. I worked
5 with the California Alliance for Jobs for clarity. One of
6 my counterparts with the labor is the chairman of that,
7 so -- but, you know, we want to make sure that -- that the
8 industry that helps drive the economy doesn't get hurt in
9 this transition process.

10 These are transitions we need to make. I mean,
11 you know, no one is denying where we are and where we need
12 to go, but we just want to make sure that good hard
13 working people aren't hurt in the process.

14 So thank you.

15 CARB CHAIR RANDOLPH: Thank you.

16 And then I think our last speaker is Board Member
17 Hurt.

18 CARB BOARD MEMBER HURT: I'll bring us home and
19 be quick.

20 (Laughter).

21 CARB BOARD MEMBER HURT: So I just want to start
22 off with I think the creation of mass seamless public
23 transit is the backbone of our efforts in CAPTI. And I
24 think it's really important that we understand
25 collectively the health of our public transit operations

1 in the state, because we will need to advocate for
2 funding. And I think data and just like a coming to the
3 table and all understanding, instead of having kind of
4 like, oh, well, in my area the situation is this way, and
5 down south it's that way. Just a collective view and
6 understanding is going to be really essential for the work
7 that we do and the progress that's really necessary.

8 I have two questions. And Deputy Secretary, my
9 first one is around this talk about the reduction of VMTs,
10 social equity. And, of course, we heard the 2.5 million
11 new homes that are needed. And I'm wondering if you could
12 share with us any of the roadway pricing working group
13 discussions around equity. I think there's a real concern
14 about the tools and the metrics that are being discussed
15 on supporting those Californians that are not only in
16 disadvantaged communities, but also low-income individuals
17 that are in other communities that have to travel because
18 they cannot live where they work, and what sorts of --
19 hopefully, they're not being penalized, but they're being
20 helped. And so until that housing affordability catches
21 up, what is being discussed about solutions and tools?

22 CalSTA DEPUTY SECRETARY MOOSAVI: That's a
23 really, really important and good question. And, you
24 know, I think a couple things. I'll say that the roadway
25 pricing working group that Caltrans is leading, they're

1 actually, I believe, having another meeting later today.
2 They've been meeting on a quarterly basis and at this
3 stage, I think, have been forming partnership across the
4 state with -- with relevant stakeholders to think about
5 the numerous kind of ongoing efforts around the state and
6 how the State can support those oftentimes local and
7 regional efforts on roadway pricing, which is I think
8 distinct from the road user charge work that Commissioner
9 Davis brought up -- brought up earlier.

10 The equity concerns I think are front and center.
11 We heard that through the CAPTI process and made sure to
12 embed that in kind of the foundation of what the work
13 group would -- would tackle. I do think that there are
14 actually some -- both existing resources and best
15 practices, as well as, you know, ongoing research in terms
16 of how to center equity in that work. I think there's an
17 actual positive equity opportunity in thinking about how
18 to get -- how to raise revenue using drivers, particularly
19 drivers who have the -- the ability to pay, to have that
20 money through, for example, particularly if you're looking
21 at tolled lanes to create the opportunity for a fast
22 movement of transit on our -- on our highway facility,
23 even maybe hopefully reducing the price of transit a the
24 expense of those drivers who are -- who are -- who would
25 be paying that toll.

1 Obviously, there's a lot of complexities there in
2 terms of -- in terms of making sure that we're not
3 disproportionately burdening certain folks. There's all
4 kinds of things I think that go into that consideration in
5 terms of who actually pays the toll, how does
6 socioeconomic demographics and other things pay into how
7 those tolls are set up. But for now, a lot of the roadway
8 pricing work is -- is happening at local and regional
9 levels. And part of I think what the role of the State
10 group can play is actually bringing some of these
11 overarching concerns, particularly around equity, to the
12 forefront and think about best practices that -- that
13 folks can be employing across the board. But it's -- it's
14 certainly a topic that's front of mind when we -- when we
15 talk about pricing.

16 CARB BOARD MEMBER HURT: Thank you. And I guess
17 my second question is around, we've talked about projects
18 in the pipeline and how they don't align with California
19 goals. I have one in the Bay Area. I sit on C/CAG and
20 there is a -- a highway expansion project that's been in
21 the works for years. And they're still -- we still have
22 advocates coming forward saying do we really need to do
23 this? So I'm wondering how -- how you all will help
24 publicly either promote that expansion or not and what
25 kind of modifications publicly would you say we should be

1 doing or not doing in that -- in that future?

2 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. And this
3 is obviously at the -- I think, at the crux of a lot of
4 the challenges with the work under CAPTI in terms of
5 making shifts in our priorities while having projects that
6 have been underway for decades that are -- that are --
7 that are mid-stream.

8 I think a lot of what we outlined in -- in CAPTI
9 and how we -- how Caltrans in particular is approaching
10 these issues is that this -- this process is not about
11 picking winning, or losing projects, or communities.
12 There's actual needs wherever those projects have been
13 identified. However, given the goals we have now in
14 certain places, the approaches that we have originally
15 discussed in terms of how to solve those needs may be --
16 we may now know and have better information about some of
17 the unintended climate-related consequences or equity
18 consequences of those projects.

19 So Caltrans is actively working through its 12
20 district offices on a project-by-project basis with local
21 partners to find opportunities to evolve those projects
22 where feasible to better align them with our goals.
23 Obviously, we have a lot of work underway to make sure
24 that we're prioritizing the right projects for funding, so
25 we're hoping that that drives and that -- that kind of

1 funding decision-making tool drives an urgency for folks
2 who are pursuing these projects to think about, okay,
3 well, if I'm going to go after State funding, like this is
4 what my project really needs to look like. This is --
5 this is what's going to be prioritized. How can I shift
6 or evolve my projects to -- to meet that need or amongst
7 my existing project portfolio, which projects would I
8 prioritize to move forward, because of that knowing that
9 it's a limited kind of funding environment.

10 So I think there's multiple things in play to
11 help move us towards shifting away from projects that
12 significantly increase VMT and induce additional travel.
13 But, you know, it's -- it's challenging depending on how
14 far along that pipeline those projects are. And I think
15 it's going to be -- have to be a project-by-project kind
16 of basis approach.

17 CARB BOARD MEMBER HURT: Okay. Thank you very
18 much.

19 CARB CHAIR RANDOLPH: All right. Thank you.

20 Executive Director Weiss wanted to say a few
21 words and then I'm going to try to figure out how to close
22 this really rich discussion. Go ahead.

23 CTC EXECUTIVE DIRECTOR WEISS: Yeah. I just
24 wanted to mention a couple things relative to pricing.
25 The Commission has a Road Charge Technical Advisory

1 Committee, which is setting out recommendations for -- for
2 the next road charge pilot. And one of the things that
3 often gets discussed there, and -- and I'm sure, you know,
4 most of the CARB Board members know this, is that people
5 who are often disadvantaged are often driving less fuel
6 efficient vehicles and maybe one -- the ones who benefit
7 from a road pricing system.

8 The second is other road pricing efforts in the
9 State require Commission approval also. And so what we're
10 looking -- we have guidelines for that and we have just
11 begun having internal discussions and we'll be talking
12 more broadly with stakeholders about how we update those
13 guidelines specifically to address equity.

14 CARB CHAIR RANDOLPH: All right. Thank you.

15 Darwin, thank you so much for that update. That
16 was incredibly informative and helpful. And, you know, we
17 talked about a lot of really important issues as part of
18 this discussion. And -- and, you know, some of the key
19 things I think are really the importance, as several folks
20 mentioned, of local action. I loved Commissioner
21 Martinez's point about starting small. And I was
22 interested to hear about the CTC listening sessions.
23 It's -- you know, listening to community is so important.
24 And a lot of the really great ideas come from that, but so
25 much of this is really about communities stepping forward,

1 creating housing in a way that doesn't exacerbate the
2 challenges that we were talking about with Commissioner
3 Davis, where, you know, we do -- this state's economy
4 relies on super commuters.

5 And it is really challenging sort of meeting our
6 climate goals while understanding, you know, the economic
7 needs of the folks who are -- who are doing all that
8 driving, and doing all that work, and who are challenged
9 in terms of being able to access alternatives. And as
10 Commissioner Pacheco-Werner mentioned, that's -- you know,
11 thinking about the transportation system as, you know,
12 this very, you know, complex interlinking -- interlinked
13 ecosystem that really needs to serve all of those needs,
14 the needs of the people who do have to drive a lot, given
15 our land use decisions and our job locations, and -- and
16 where we can really lean into providing good transit
17 opportunities where that's going to meet the needs of
18 communities there.

19 And funding is important. I'll say sort of a
20 note of optimism and a note pessimism. I look at my
21 community. I live in Oakland and I look at places like
22 Telegraph Avenue have -- that have completely changed, you
23 know, in terms of the biking infrastructure and the -- and
24 the ways that the city has been able to make things move
25 better. So that's the optimism. I mean, there are things

1 happening that we can see.

2 My pessimism is this year, there's been
3 incredible investments at the State level, incredible
4 investments at the federal level. I don't know how much
5 longer we're going to have that -- that sort of -- those
6 surpluses. And so while I support my colleagues' goals
7 for trying to think about how we can best get more
8 funding, I think we also need to recognize that we really
9 want to use the funding that we have as wisely as
10 possible, which circles back to a point that Darwin made,
11 which is that we have some really good plans. You know,
12 we have CAPTI. We have the California Transportation --
13 2050 Plan.

14 I recommend once again folks should read this the
15 Sustainable Communities appendix in the Scoping Plan when
16 the -- when the final version comes out later this month,
17 because there are some really good specific ideas and
18 things that we, at the State level, can do and at the
19 local level can do that will really improve and implement
20 these climate change goals that we have in the
21 transportation sector.

22 So I will -- I think we should circle back with
23 staff. I love our new agenda item of kind of circling
24 back with -- with a report back on things that are
25 happening, and -- and maybe we could spend some time

1 talking with staff and talking to commissioners before our
2 next meeting about maybe some actionable ideas to uplift
3 some of the work that's already doing and ways that we can
4 encourage ongoing work.

5 This is -- this is a long-term effort. And I
6 know we're on the right path and we just need to roll up
7 our sleeves and make sure that we are getting it done, and
8 where we are seeing a lack of political will to get it
9 done to raise our voices and say, hey, you know, this is
10 where we could use more support and more implementation.

11 So with that, I will note we are a little behind
12 schedule, so we're going to go ahead and we're going to
13 take our -- a 45-minute lunch break. When we come back,
14 we still have the report on housing on vacant State land
15 and then also some freight issues that we're going to
16 discuss that are so critical and so important right now,
17 but I'm hoping maybe we could do it in a slightly more
18 efficient way.

19 But I didn't want to cut this discussion short,
20 because, I mean, this -- this discussion really hit on all
21 of the key issues that we think about in -- as we do this
22 work every day. So I really appreciate everyone's input
23 and I -- and the public comment as well. And thank you
24 again, Darwin, for updating us.

25 And we will be back in 45 minutes. Thank you.

1 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you for
2 having me. Appreciate it.

3 (Off record: 12:07 p.m.)

4 (Thereupon a lunch break was taken.)

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1 This work requires close coordination with over a dozen of
2 State agencies, but very much in particular the Department
3 of General Services, DGS, and Director Ana Lasso who's
4 been a terrific partner in this effort.

5 As Michael will show you, we have much to do in
6 addressing the 2.5 million homes needed in California, as
7 I mentioned in my opening remarks, but finding land
8 available for housing is essential to addressing our
9 current affordability crisis. Obviously, land being
10 extremely expensive, very difficult for developers to
11 secure. And this land, you know, has to be secured while
12 helping through reduced emissions through more efficient
13 housing and transportation integration, as we've been
14 talking through the meeting.

15 So we're excited to showcase some specific
16 examples of projects that achieve these goals and to have
17 a productive discussion that will garner actions. I have
18 no doubt that we can work with you all on to further this
19 program.

20 So I'll turn it over to Michael now. Thank you.

21 (Thereupon a slide presentation).

22 HCD SENIOR INNOVATION MANAGER COULOM: Thank you,
23 Director Velasquez for the kind introduction and to Chair
24 Randolph for the really thoughtful and concise summation
25 of the problem and the opportunity. I'd like to begin by

1 thanking the Commissioners and the Board for the privilege
2 and the opportunity of presenting on just one small part
3 of what HCD is doing to address our State's housing and
4 homelessness crises and for your guidance and input as we
5 work collaboratively with our other State partners to
6 achieve shared policy objectives.

7 --o0o--

8 HCD SENIOR INNOVATION MANAGER COULOM: My name is
9 Michael Coulom. I'm a Section Chief here at HCD
10 overseeing a part of our portfolio of innovative housing
11 policy programs. And over the course of this
12 presentation, I'll provide some high-level takeaways of
13 the statewide housing plan and data strategy that HCD
14 published last year, and overview of Executive Order
15 N-06-19 for excess State lands, and the Executive Order's
16 connections to CAPTI and future opportunities.

17 I'll -- I'd also like to save space at -- at the
18 end of this presentation and following public comment for
19 questions and discussion with the commissioners and the
20 Board members, as well as Director Velasquez here today.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: The HCD
23 published the statewide housing plan in March of this
24 year, which we're required to do every four years. The
25 results of our comprehensive research and analysis showed

1 that we have a profound housing supply shortage here in
2 California with a dearth of, as Director Velasquez said,
3 approximately 2.5 million homes just to stabilize the
4 housing market. About a million of those homes that we
5 need need to serve households with low and very low
6 incomes.

7 --o0o--

8 HCD SENIOR INNOVATION MANAGER COULOM: Our
9 statewide housing supply shortage has produced incredible
10 increases in the cost of housing, even before the COVID-19
11 pandemic with the average of a single-family home reaching
12 an historic high of over \$800,000 in August of 2021. And
13 so to afford the rent for that home and pay the utilities,
14 you would have to earn around \$39 an hour, which is more
15 than double the average income for the five most common
16 job categories of Californians. That includes home health
17 aides -- home health aides, cashiers, fast food workers,
18 laborers, and retail sales people, all of who are
19 essential workers.

20 --o0o--

21 HCD SENIOR INNOVATION MANAGER COULOM: So
22 understanding why housing costs have become so burdensome
23 requires recognizing that housing costs are the result of
24 policy decisions, often rooted in systemic racism within
25 the housing finance system and land use regulations.

1 Armed with that knowledge though, we can work together to
2 make better policy decisions and address these systemic
3 issues.

4 --o0o--

5 HCD SENIOR INNOVATION MANAGER COULOM: So in his
6 leadership of HCD, Director Velasquez has said that for
7 years, California has been underbuilding homes, especially
8 in the affordable housing realm. This lack of supply and
9 sky rocketing rents and home prices have created heavy
10 overwhelming cost burdens on families.

11 --o0o--

12 HCD SENIOR INNOVATION MANAGER COULOM: The
13 statewide housing plan, with that imperative in mind, lays
14 out three key objectives, to keep Californians in their
15 homes, to produce more affordable and climate-smart
16 housing, and to continue to act with urgency to address
17 homelessness and housing need.

18 --o0o--

19 HCD SENIOR INNOVATION MANAGER COULOM: While all
20 of these are relevant to today's meeting, the one I'd like
21 to focus on for the most part is objective 2, which aims
22 to encourage new housing development in existing
23 communities to reduce vehicle miles traveled and mitigate
24 climate change, while also simultaneously addressing
25 housing need to implement climate resiliency and

1 sustainable building strategies, research alternative
2 housing models with lower production costs, such as
3 manufactured and factory-built housing that includes labor
4 standards, and to continue holding local governments
5 accountable, for compliance with statewide housing laws.

6 --o0o--

7 HCD SENIOR INNOVATION MANAGER COULOM: So that's
8 where, in part, Executive Order N-06-19 comes in. Signed
9 by Governor Newsom in January of 2019 shortly after taking
10 office, the Executive Order seeks to leverage partnerships
11 between the State and local agencies to identify
12 innovative affordable housing development opportunities
13 and expedite their delivery as a demonstration for what we
14 can achieve together.

15 --o0o--

16 HCD SENIOR INNOVATION MANAGER COULOM: The
17 Executive Order charges HCD and the Department of General
18 Services, along with our agencies the Business Consumer
19 Services and Housing and Government Operations Agencies to
20 jointly implement the order and develop these innovative
21 affordable housing demonstration projects with the backing
22 and support of the Governor's office and other State
23 agencies, like the California Housing Finance Agency.

24 The Executive Order first charged DGS, in
25 consultation with HCD, to screen and identify property

1 variety of populations from large families and seniors to
2 farmworkers, educators, veterans, and folks experiencing
3 or at risk of homelessness who will have permanent access
4 to the services they need to stay health and housed.

5 --o0o--

6 HCD SENIOR INNOVATION MANAGER COULOM: And so I'd
7 now like to share a few examples of some of the projects
8 in our pipeline that demonstrate how we're achieving the
9 shared policy objectives of our receptive agencies. All
10 of these projects are a great example of infill housing
11 that we hope can be learned from and replicated across the
12 state.

13 --o0o--

14 HCD SENIOR INNOVATION MANAGER COULOM: Oak Hill
15 apartments is a new mostly nearly waterfront community in
16 unincorporated Marin County, just a stone's throw from the
17 Larkspur rail and ferry terminals. In addition to the
18 geographic benefits of the site as a key infill
19 opportunity, the project is also geared towards a really
20 wide spectrum of the workforce who will make 30 to 120
21 percent of the area median income. Marin County has a
22 really severe shortage of housing available at these
23 income levels and a big mismatch between the number of
24 essential worker jobs and housing that essential workers
25 can afford. And so as a result, there are a high number

1 of super commuters in this area and significant greenhouse
2 gas emissions from those commuters in an area that
3 otherwise is a very bucolic and prioritizes environmental
4 conservation

5 --o0o--

6 HCD SENIOR INNOVATION MANAGER COULOM: Next up,
7 our team is really excited to celebrate the start of work
8 on Sugar Pine Village, which at 248 units serving
9 households making 30 to 60 percent of the area median
10 income, is the largest multi-family housing project ever
11 entitled in the history of South Lake Tahoe. The Tahoe
12 Basin has some of the most stringent environmental
13 regulations nationwide to protect, particularly water
14 quality of the lake, which this project will exceed in
15 both its construction and operation. With that mission in
16 mind and the incredible levels of partnership between HCD,
17 DGS, and the California Tahoe Conservancy, the project was
18 entitled, financed, and began construction in just two
19 years, which is an amazing feat for any residential
20 project in California.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: Last
23 month, Director Velasquez, Department of General Services
24 Director Ana Lasso, and Business Consumer Services and
25 Housing Secretary Lourdes Castro Ramirez and I had the

1 opportunity to celebrate with local officials all of the
2 partnerships that this project has borne. The project
3 will consist of new prototype factory-built all electric
4 housing units and has Affordable Housing and Sustainable
5 Communities funding to support additional community
6 benefits to reduce greenhouse gas emissions and ensure
7 equitable access and enjoyment of the Tahoe Basin.

8 --o0o--

9 HCD SENIOR INNOVATION MANAGER COULOM: And then
10 the last project that I'll share with you is Sonrisa
11 studios in Sacramento, which is the first project in our
12 portfolio to complete construction. Sonrisa is an
13 incredible model for sustainable construction and
14 operations utilizing cross-laminated timber in lieu of
15 steel and concrete, while also accelerating construction
16 and producing really beautiful units with high ceilings,
17 natural light, and air flow. All residents will also
18 receive passes for the Sac RT light rail, which is just a
19 few blocks from the site. The project also benefited from
20 transit-oriented development funding.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: And so if
23 there's one thing that I hope you can take away from these
24 project examples, it's that the State's inventory of
25 excess sites really does have a critical climate and

1 transportation impact. While the Executive Order charged
2 HCD and DGS with developing screening criteria for
3 evaluating excess sites for housing suitability, the
4 Legislature even more recently passed Senate Bill 561 and
5 Assembly Bill 2233 to codify the Executive Order into law.

6 We're currently working to revise our screening
7 criteria, which include variables concerning access to
8 opportunity, proximity to job centers, education and high
9 frequency public transit, as well as the availability of
10 affordable housing in job and commute sheds. One site
11 that's particularly a great infill opportunity, the image
12 that you'll see at the right of the slide, which is at 440
13 Arden Way in Sacramento. This site is also right next to
14 a light rail station. And the City of Sacramento has even
15 gone so far as to donate adjacent property to the State,
16 which will allow us to include a child care facility in
17 the project as well as an additional 20 units. So in
18 total the project will be 124 units serving households
19 making 30 to 60 percent of the area median income right on
20 a light rail line with access to our State Capitol.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: You've
23 already hear about CAPTI today, so I'll keep this slide
24 brief. I can't do as well to speak to it as the Deputy
25 Secretary Moosavi.

1 But what I would like to focus on today is CAPTI
2 Strategy 7, which aims to strengthen transportation land
3 use connections, particularly Key Action 7.1 that you see
4 up here on the slide, aims to leverage transportation
5 investments to incentivize infill housing production,
6 which I hope you've observed we're focusing on with all of
7 these project examples.

8 --o0o--

9 HCD SENIOR INNOVATION MANAGER COULOM: Infill
10 housing has been a really strong focus area in the housing
11 policy space for the last several years. Recognizing that
12 the speed and cost of housing is deeply impacted by local
13 policy decisions. Since 2017, numerous State legislative
14 and regulatory changes have worked to accelerate infill
15 housing production. HCD provides technical assistance to
16 local jurisdictions to comply with State infill housing
17 laws, but there's still a gap between a local jurisdiction
18 doing what is required by law and being a true Prohousing
19 jurisdiction.

20 So as a result, as the Deputy Secretary and
21 Director Velasquez have also referenced, HCD developed the
22 Prohousing framework to reward the jurisdictions that go
23 beyond the legal requirements to accelerate housing
24 production particularly in climate-smart locations.

25 Housing developments, including excess sites that

1 are in Prohousing jurisdictions, can expect multiple
2 benefits, including lower project costs, quicker
3 timelines, entitlement streamlining or by right approvals.

4 --o0o--

5 HCD SENIOR INNOVATION MANAGER COULOM: So a quick
6 little line from CAPTI that you'll see up there is that,
7 "Building upon the Prohousing Standard developed by HCD,
8 competitive funding programs will explore adopting
9 incentives for local policies that tend to support
10 location-efficient and mixed-use housing production". I'm
11 glad to say that there's already been really strong
12 implementation of this action with Prohousing rewards
13 incorporated into the Affordable Housing and Sustainable
14 Communities Program, Infill Infrastructure Grant Program,
15 Transformative Climate Communities, and Transit Intercity
16 Rail Capital programs. And more recently, it's really
17 great to see that our partners here at the table today
18 have incorporated Prohousing into the Local Partnership
19 Program and Solution for Congested Corridors Program as
20 well.

21 --o0o--

22 HCD SENIOR INNOVATION MANAGER COULOM: And so
23 rounding it all out, we're really excited about a site
24 that has the potential to demonstrate the convergence of
25 State and local policy objectives for infill and

1 climate-start housing. DGS and Caltrans have
2 preliminarily identified an approximately 17-acre site in
3 the City of Oceanside that will benefit from planning work
4 that the city has already been conducting with Caltrans
5 and HCD grants specifically designed to facilitate housing
6 and transportation linkages.

7 This includes the Sustainable Communities Program
8 funding for smart and sustainable corridors, as well as
9 HCD SB 2 planning grants to create incentive districts for
10 workforce housing along commercial corridors. What's
11 really exciting about this site though is that it's
12 something of a unicorn. There are numerous complications
13 to working with property acquired with State and federal
14 transportation dollars, but preliminary research has
15 indicated that this property was actually deeded to the
16 State and can be leased for permanent affordable housing
17 under HCD's jurisdiction. So we included this site in a
18 request for developer qualifications and we look forward
19 to receiving responses from the development community on
20 Monday. So we'll have hopefully some more good news to
21 share very soon.

22 --o0o--

23 HCD SENIOR INNOVATION MANAGER COULOM: Earlier
24 this year, the State Auditor completed a review of State
25 agencies' implementation of the Executive Order finding

1 that DGS's identification of affordable housing
2 opportunities will benefit thousands of Californians and
3 that State agencies are in substantial compliance with the
4 Executive Order. But the Auditor also found that we could
5 be doing more to unlock and solicit additional sites.

6 Lastly, the audit found that the Legislature
7 should codify certain elements of the Executive Order,
8 which, as I mentioned previously, the Legislature has
9 supported with the passage of Senate Bill 561 and Assembly
10 Bill 2233.

11 --o0o--

12 HCD SENIOR INNOVATION MANAGER COULOM: So towards
13 that end, we're encouraged and cautiously optimistic to
14 see that our federal partners are revisiting their
15 position on housing as a transpor -- transportation use
16 with GSA, HUD, and HHS all working on new guidelines for
17 Title 6 -- Title 5 of McKinney Vento Act, which if you are
18 not as a federal transportation nerd, which I certainly am
19 not, permits reuse of federal property for housing and
20 homelessness solutions, as well as recent DOT grants for
21 infill housing and TOD, and forthcoming guidelines and
22 financial support for projects that include residential
23 development.

24 Should our federal partners move forward with
25 these, it would be really highly impactful funding sources

1 and policy direction to unlock additional public lands for
2 affordable housing, and we stand by ready to receive that
3 guidance should they release it.

4 --o0o--

5 HCD SENIOR INNOVATION MANAGER COULOM: So lastly,
6 we've prepared these questions that we would love to
7 discuss with the commissioners and the Board members
8 following public comment. After public comment, we can
9 return to these. And I would ask Director Velasquez to
10 return and facilitate.

11 And you can go to the final slide.

12 --o0o--

13 HCD SENIOR INNOVATION MANAGER COULOM: Thank you.
14 That concludes my presentation.

15 CARB CHAIR RANDOLPH: All right. So now we have
16 the opportunity to hear public comment. And I'll ask the
17 Board clerks to call public commenters.

18 CARB BOARD CLERK HARRINGTON: Thank you. We have
19 no public comments.

20 CARB CHAIR RANDOLPH: Okay. Thank you.

21 All right.

22 CARB BOARD CLERK GARCIA: Actually, I' sorry. It
23 looks like a hand just went up in Zoom.

24 CARB CHAIR RANDOLPH: Okay.

25 CARB BOARD CLERK GARCIA: So I will call on

1 Beverly Yu. Beverly, I have activated your microphone.
2 Please unmute and begin.

3 BEVERLY YU: Thank you very much. Madam Chair,
4 members, Beverly Yu on behalf of State Building
5 Construction Trades Council California. On item 3 with
6 respect to the issue of affordable housing on excess State
7 lands, we urge the Board, CTC, and HCD to ensure that land
8 grants, incentives, tax breaks, and streamlining include a
9 corresponding responsibility to pay and treat the
10 construction workers building the housing fairly. And
11 this means ensuring that the prevailing wage is paid and a
12 skilled and trained workforce is utilized.

13 We often hear that it just doesn't pencil out to
14 pay entry construction workers fairly. Meanwhile,
15 developers are profiting from this housing crisis without
16 any attempt by the State to rein in the millions of
17 dollars these so-called affordable housing developers are
18 pocketing.

19 A recent use UC Berkeley did a study last summer
20 showing that nearly half of residential construction
21 workers are being paid so little that they depend on State
22 services to care for their families. The study also
23 exposes the rampant wage theft that occurs in residential
24 construction. Meanwhile, these developers continue to
25 profit and do so with incentives from the State.

1 At California State Building Trades, we are
2 prepared to build our way out of this housing crisis, but
3 we should not be expecting them to do so for substandard
4 wages on unsafe job sites. Appreciate your time today.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you. And that
7 concludes the commenters for this item.

8 CARB CHAIR RANDOLPH: All right.

9 Thank you. Director Vas -- Velasquez, is there
10 a -- do you want to kick things off? I will tell you I
11 have Board Member Riordan who would like to make a comment
12 and Dr. -- sorry, I'm writing it down. Sorry -- Dr. Lugo
13 and Board Member -- I'm sorry Commissioner Martinez,
14 Commissioner Davis, and -- okay.

15 HCD DIRECTOR VELASQUEZ: Sure. Thank you. Yeah,
16 I think it will be --

17 CARB CHAIR RANDOLPH: Let's go then. All right.

18 HCD DIRECTOR VELASQUEZ: -- great to hear from
19 the Commission and Board members. Yeah.

20 CARB CHAIR RANDOLPH: All right. Board Member
21 Riordan.

22 CARB BOARD MEMBER RIORDAN: Thank you, Madam
23 Chair. I just wanted to say for yesterday I was given an
24 opportunity to visit one of these sites with the staff and
25 really enjoyed this presentation. The -- this is a piece

1 of property that is on one side very much focused towards
2 a residential area. It is, on the other side, adjacent to
3 a Caltrans operation, meaning a freeway, but it is a great
4 example of what we can do at a local level of using what
5 was Cal Fire's, you know -- they hadn't used it for
6 probably years or at least it looked like it hadn't been
7 used. And this is Mulberry Gardens Apartments.

8 And the key to the success of this, I think, is
9 everyone working together. And clearly, and we met her
10 yesterday, the Riverside City Council Member that -- in
11 whose district this will be located, was front and center,
12 and probably the strongest advocate for this kind of a
13 project, and I suspect will assist in any way she can to
14 coordinate between the developer, the State departments
15 that are going to be involved, and the City of Riverside.
16 And that's what's going to make this happen. And there
17 are quite a few units. Remind me, what, 200 and some odd
18 units or more.

19 HCD SENIOR INNOVATION MANAGER COULOM: Two
20 hundred and nine, I think.

21 CARB BOARD MEMBER RIORDAN: Yeah. And it's a
22 great site. It's going to have senior housing plus
23 families. And the first phase will be the seniors, and
24 then they'll bring in the housing for the families. And
25 it should be probably finished maybe totally about what

1 2025. So it's on the road to -- and passed CEQA, did all
2 the things that are necessary, with the exception of
3 financing. And financing can be an issue, because that
4 goes far beyond what the State government, the local
5 government can do. So they've got to secure that
6 financing. But it's a great project and I'm sure the HCD
7 would be happy to show any other Commissioner or Board
8 members that. It's only about three miles from this
9 building.

10 Thank you.

11 CARB CHAIR RANDOLPH: Yeah, thank you.

12 All right. Dr. Lugo.

13 CTC COMMISSIONER LUGO: All right. Excuse me.

14 Thank you Chair Randolph. Thanks so much for the
15 presentation. We all know what a timely and urgent matter
16 this is. And so I'm really glad that we get to be here
17 talking about how to coordinate across our different
18 Board, and Commission, and departments.

19 I -- to -- to your two questions in terms of, you
20 know, how we can further implementation, I -- I was aware
21 of a case in the LA area near where I live. And then this
22 week took the time to learn some more about the situation
23 with Caltrans-owned housing along the formerly planned 710
24 corridor in El Sereno in the City of LA and South Pasadena
25 and Pasadena. And I'm aware that my colleagues on the

1 Transportation Commission have shown some just fantastic
2 leadership in the recent years in stewarding forward a
3 community-led effort to -- to move away from expanding the
4 710 Highway, which is great.

5 However, this -- this community-led effort that
6 has been happening around actually utilizing long vacant
7 Caltrans-owned housing doesn't seem to have made it to the
8 attention of the Commission in an official way yet. So
9 I'm really glad to just have the opportunity to bring up
10 what I think could be a really fantastic case study or
11 example for our different departments to work together
12 around, which is, you know, in -- in the case of this
13 Caltrans-owned housing along the 710 Corridor, I -- I'm
14 not an expert on the ins and outs of what has happened in
15 the last few years, so I don't want to misrepresent, you
16 know, my knowledge here, but it's clear that there is a
17 more proactive role that the Commission could be taking
18 because it is Caltrans-owned property.

19 It's also clear that, you know, this fantastic
20 commitment to avoiding displacement that we've heard, you
21 know, across the board today, you know, if we don't take
22 action, we are actually going to be seeing displacement
23 and evictions happening in the case of this housing. And
24 I think it's also a fantastic case for looking at, you
25 know, how can the reconnecting communities' effort being

1 led at the federal level, and, of course, being supported
2 in our state really examine not just, you know, places
3 where freeways divided communities and destroyed housing,
4 but also places where we're turning away from freeway
5 expansion. And, you know, we've got just this -- it's
6 just like a -- this really great, great, great case study
7 we could be doing. And so I just want to bring that to
8 our attention.

9 And the last thing I want to say about it is I am
10 just so impressed and, you know, happy about the
11 commitment to working with communities that has been
12 coming up, you know, in different spaces and in the
13 presentations today. And as someone who previously served
14 on the Board of a community land trust, I want to, you
15 know, remind us all that working with community happens at
16 the speed of community. And we are probably going to have
17 to, you know, look in the face and make decisions about
18 sometimes shifting our expectations for efficiency,
19 shifting our expectations in terms of what success looks
20 like.

21 The stories that I was hearing this week from
22 United Caltrans Tenants and the Reclaiming our Houses
23 activists, and the El Sereno Community Land Trust were
24 that they have, mostly through volunteer work, put
25 together this tremendous infrastructure for supporting

1 permanent affordable housing in their community. However,
2 they have been side-stepped in favor of partnership with
3 more traditional public agencies that don't have such a
4 good record of showing support for community leadership.

5 So I think we have a great opportunity to talk
6 about Caltrans-owned properties, affordable housing with
7 the 710 housing. And I think we should also be ready to
8 learn and -- and come up with some ideas of what success
9 looks like that puts community leadership at the forefront
10 in an authentic way.

11 CARB CHAIR RANDOLPH: All right. Thank you.
12 Commissioner Martinez.

13 CTC COMMISSIONER MARTINEZ: Thank you, Madam
14 Chair. And maybe some of the questions I'm going to ask,
15 Mr. Velasquez or his staff that are here will be able to
16 answer. But I will go to the questions, but my colleague
17 Clarisa Falcon had to take another meeting, but she did
18 have a question, so I wanted start off with that first.
19 So she wanted to know if there was opportunities as it
20 pertains to unsheltered for the unhoused and what
21 guidelines specifically does HCD have as it pertains to
22 expediting the process that you have to house unhoused
23 folks. And, you know, from a funding perspective, what
24 does that actually look like for you all, because I know
25 the conversations that we've -- that we've been having is

1 strictly for affordable housing. But in many respects
2 permanent supportive housing, you know, or veterans
3 housing when it pertains to homelessness is still
4 utilizing vouchers is still affordable housing. And so
5 how do we figure out ways of how to expedite on
6 specifically if you -- if you all don't have one to meet
7 the needs of -- of housing for the unhoused currently now
8 throughout the state? That's the first question.

9 HCD DIRECTOR VELASQUEZ: Well, thank you. I can
10 get started and then if Michael wants to contribute. But
11 as -- I just want to emphasize how important housing for
12 people who are chronically homeless is across our
13 portfolio. You know, this is just one of more than a
14 dozen programs that we have, including our well known
15 Homekey program that has in the last two years, in a short
16 period of time, created 12,500 units of mostly permanent
17 interim -- interim and permanent supportive housing for
18 the homeless. This has been a program that's been modeled
19 in other parts of the country. And we're -- we're proud
20 of having delivered that program in this state, mostly
21 with federal funding related to the COVID-19 pandemic.

22 But specifically to this program and to many
23 other programs above and beyond Homekey, housing that is
24 for people that earned less than 30 percent, extremely low
25 income people, or people who are unsheltered. That is a

1 priority. It's just that housing, you know, takes a lot
2 to plan. It takes a huge amount of financial commitment,
3 because of the services that have to be associated with
4 assisting people who were formerly or at risk of
5 homelessness. And this program also prioritizes that.
6 It's just that it goes, you know, above and beyond just
7 that one segment of the population, so -- but we do
8 prioritize in all of our programs that we have, in all of
9 the criteria, specifically even the tax credit and tax
10 exempt bonds program, you know, billions of dollars for
11 the creation of affordable housing. We prioritize first
12 and foremost people who will be housed that experience
13 homelessness.

14 CTC COMMISSIONER MARTINEZ: Thank you, Mr.
15 Velasquez. And to her point when we were talking about
16 this, and one thing that I would just bring to your
17 attention is you know and we're all ware of NIMBYism and
18 the lack of courage sometimes from elected officials. And
19 I can say that. I'm a former elected official. I first
20 served for 12 years in the Santa Ana City Council. So I
21 know what courage looks like and I though what courage
22 does not look like and I can speak to that.

23 But because when we're dealing with unhoused
24 folks, it even becomes even more difficult to build that
25 kind of housing and then the -- then add the additional

1 layer, the mental housing and the substance abuse housing.
2 But this is where I believe we can leverage the power of
3 State government. You know, you have these access --
4 excess land where, you know, you can help local government
5 and counties government go towards hey its no your opinion
6 and county government go towards, hey, it's not longer
7 your responsibility. We're giving you this land to
8 actually build this in partnership with the private sector
9 to make this happen. And it reduces a lot of the
10 NIMBYism.

11 And so I think it's imperative of us to keep that
12 in mind, because typically when we're trying to look for
13 housing for unhoused folks, it becomes even more difficult
14 when we're trying to get a developer, a non-profit
15 developer going through that entire process. But if we
16 can break that barrier by utilizing State or federal land,
17 it gives us an advantage for several reasons, whether it's
18 by right asking to -- to make changes to the process in
19 regards to expediting permitting. All of that, the local
20 government can move forward and do that by utilizing State
21 land.

22 On -- on that note, I wanted to move in regards
23 to the successor -- going back to local government, we
24 have re -- the dissolution of redevelopment agencies and
25 then now we have the -- kind of really the end of the road

1 here for the successor agencies. There are a lot of local
2 governments that have not utilized that land and it's
3 coming -- the chickens are coming home to roost and so
4 that property is going to be going to the State of
5 California. Do we know at this time in regards to the
6 ROPS that they've been submitting what percentage
7 potentially the State of California will get those assets
8 throughout the entire state. I'm not sure if you guys
9 have taken a look into that. But I know since 2012 and
10 the creation of redevelopment agencies and successor
11 agencies, they had to either identify and sell those
12 properties, but they had a period of time to do so. And
13 that time is coming to expire. And if they weren't able
14 to do that, the State is going to take full control of
15 those assets.

16 And so, you know, like I was in the City of
17 Rialto yesterday visiting, and they made that point. We
18 have that land. We've got to do something soon. If not,
19 it's going back to the State. And so that's something for
20 us for you all to look into.

21 My last question and as it pertains to your two
22 questions, one and two, in regards to what do we
23 prioritize in regards to access land or choosing an
24 affordable housing, just like Commission Lugo said, we
25 need to ensure that there is co-design and creation, you

1 know, before a plan is created with community. You know,
2 having developers, you know, going out into the community,
3 hey, we think this is what, you know, this community
4 should have as it pertains to affordable housing, but it's
5 really kind prescribing sometimes, a lot of times, and you
6 don't have the community really buy-in. And there --
7 there creates a lot of frustration and -- and I'm in this
8 line of work. And so sometimes I see that.

9 And certainly because of the guidelines of the
10 State and so how can we create more flexibility to ensure
11 that community is first. It's not in -- you know, in the
12 later parts of the phase of the development and -- it's
13 not just about one bedroom apartments and we want a
14 community center, we want a day car center. But they
15 should be a part of what -- what this -- what these
16 developments are going to look like on these State
17 properties.

18 And one great example as we visited yesterday,
19 and we were talking about transportation, a lot of the
20 issues comes down to funding, right? It's very difficult
21 to afford affordable housing and the funding stack takes
22 years to -- to move through that process and tax credits.
23 But beyond some of the programs and funding that the State
24 has, what other funding or planning mechanisms are
25 available for local government to expand and continue to

1 move this process fast, because you all said that this is
2 a pretty expedited process. It's still taking, you know,
3 four plus years.

4 And so, you know, when we're talking about
5 reimagining what hosing looks like, we need to reimagine
6 what affordable housing looks like, and we need to
7 understand that the traditional way of building affordable
8 housing has to change, because we need to get things up
9 quick and moving. And I know there's been conversations
10 and laws that have been passed in regards to modular house
11 and prehab -- prefab. But as well, we need to ensure that
12 the workforce and jobs are there and a trained workforce
13 to move us in that direction and wanting to make sure that
14 that is part of the criteria as one of the speakers just
15 mentioned prior as well.

16 And the last thing that I would just say is that
17 the incentives, whether it's through CARB or other
18 agencies in regards to electrical vehicles, e-bikes, folks
19 that are under the affordable housing and especially the
20 very, very low income folks, look, the reality -- and I
21 come from a city where 56 -- 56 percent of the residents
22 of Santa Ana didn't have access to a personal vehicle, 56
23 percent. These are very impoverished folks. Many of them
24 take public transportation. They're riding a bike.
25 They're walking and that's throughout communities of

1 California.

2 Not everyone lives in Berkeley, or Davis, where
3 they have the luxury to afford a Tesla or another
4 electrical vehicle, or even an electric bike. Someone
5 just said this the other day, well, you want me to ride an
6 electric -- I can't even afford a regular bike and now you
7 want me to pay for a \$3,000 bike. This makes no sense.
8 And the incentives -- you know, most folks even at the
9 lowest threshold of -- don't even qualify -- it's not that
10 they don't even qualify, they just don't even have the
11 money to afford to even purchase that electric bike even
12 with the incentives.

13 And so what can we do whether, you know, through
14 these guidelines and process to make it more accessible
15 for those folks to transition to be able to utilize
16 electrical bikes, electrical cars, and in -- and on these
17 developments, especially with affordable housing, removing
18 parking requirements so that we can add more housing,
19 right, and/or parking that creates availability for clean
20 transportation, for other modes of -- of walking and
21 biking. So that you have a sense of community and that
22 we're really trying to push the envelope to reduce our
23 greenhouse gas emissions.

24 Because if we're continuing to tell local
25 government and laws are being placed that you need to

1 reduce your parking minimums, but then on affordable
2 housing on State land, we're still allowing parking, you
3 know -- and I get it, people need -- especially in areas
4 like here in Riverside, there's sprawl, right? And so
5 some people need a car. But, you know, are we going to
6 wait the 10, 15 years for that to happen to transition or
7 what can we do to lead first? And so with that, those are
8 my comments.

9 And I just hope that as we move forward, that we
10 do really center community first in ensuring that
11 whatever, you know, developers you all choose to build
12 this housing, that they are centered first. That they
13 don't come at the -- at the very end, because at the end
14 of the day, we're wanting to ensure that they are the
15 co-creators and the design of the places that they're
16 going to call home.

17 CARB CHAIR RANDOLPH: Thank you.

18 Commissioner Davis.

19 CTC COMMISSIONER DAVIS: Yeah. First, I'd like
20 just to commend you for the presentation and for the work
21 that you guys are doing. I mean, you're talking about
22 changing the lives and maybe hopefully they're to dream it
23 becomes a generational, right? I mean, that's really what
24 we want to see.

25 But I want to piggyback on a comment that I think

1 Beverly Yu made earlier. I mean this is a dirty and a
2 dangerous industry. And the State, in my opinion, really
3 can't be a partner to allowing this exploitation of the
4 workforce, a workforce that's largely minority, largely
5 immigrant. And if you don't put in labor standards of
6 some sort, prevailing rate, skilled trained workforce,
7 which then would require people to become -- through an
8 apprenticeship program, which leads to a career, not just
9 a job, right? So not only are you going to change the
10 lives of the people who have moved into the buildings, but
11 you're going to change the lives of the people who are
12 building the buildings, right? So that you're talking
13 about real change.

14 But if the State doesn't put in some parameters
15 for some sort of workforce protection, you're just
16 becoming a partner to the general exploitation we see in
17 the housing development market.

18 HCD SENIOR INNOVATION MANAGER COULOM: Thank you
19 for the comment Commissioner Davis and thank you as well
20 to the commenter who called in. I didn't make this a
21 point in my presentation, which perhaps is a fault of
22 mine. But because this is State lands, because the State
23 is retaining ownership of it, all the construction is
24 subject to prevailing wage law.

25 CARB CHAIR RANDOLPH: Okay. Great. Yeah. Thank

1 you for that clarification.

2 Dr. Balmes.

3 CARB BOARD MEMBER BALMES: Thank you, Chair
4 Randolph. And I want to thank the previous speakers, the
5 commissioners. I really enjoyed hearing your perspective
6 and am pleased that we're pushing for social justice with
7 regard to both the jobs, building the affordable housing,
8 and community input, which I totally agree, you'll get
9 much more useful projects if the community is in. But I
10 recognize, as I think Dr. Lugo said, that that may slow
11 the it process, but I think the end product made benefit
12 from that.

13 But I have some specific questions, which I think
14 might be a little easier to answer. So I was looking at
15 slide 19 with the screening criteria for excess sites.
16 And those all seemed like appropriate criteria. But from
17 sort of a CARB point of view in reducing vehicle miles
18 traveled, the proximity criteria, proximity to job
19 centers, proximity to education, proximity to public
20 transit are sort of important. And so I guess my question
21 specifically, Michael, is do these criteria get
22 differential weighting at all? I mean, there is, well
23 one, two, three, four, five, six different criteria, and,
24 you know, how are they weighted? And of the sites that
25 have already been awarded, you know, how many of them

1 scored well on these criteria, just to get a sense?

2 HCD SENIOR INNOVATION MANAGER COULOM: Yeah.

3 Thank you for that question. So I think I'll take the
4 second half of your question first. How many of these
5 sites scored well? They all scored well, but some of
6 these, I think as you can understand, may be conflicting
7 criteria. And so, for example, the site that we had the
8 opportunity to visit yesterday here in Riverside, the
9 closest bus stop is about 0.4 miles away from the site,
10 which is less than desirable. But at the same time, we
11 understand that the gap between supply and demand here in
12 Riverside is really extreme. So we do have to balance
13 those factors.

14 Additionally, though all of these sites do --
15 they do score -- that we have started developing thus far
16 have scored highly. And the reason that that's important
17 is because many of these screening criteria also align
18 with the scoring for competitive housing finance programs.
19 So it's been important to us that not only are we going to
20 select a site that scores well for us, but it's a site
21 that ultimately will get built.

22 And then as to your question for weighting,
23 that's something that we are looking at very closely right
24 now. We're in the midst of revising these screening
25 criteria, looking at not just how do we weight them, but

1 specifically are there any improvements that we can make
2 to how we measure them.

3 The Executive Order is actually a document that
4 establishes many of these in writing. And it, in some
5 parts, is more prescriptive than others about which data
6 sources we're using. And so we will continue to use those
7 data sources, but we're looking at if we can add any
8 additional nuance to the screening criteria. So if -- if
9 you have any recommendations or suggestions from anybody
10 the Commission or the Board, we really welcome those.

11 CARB BOARD MEMBER BALMES: And just one kind of
12 follow-up question. So again, from a CARB perspective,
13 the proximity criteria are, you know, important to us.
14 And this is one program, you know, under your Department's
15 aegis. How about other programs and do you use the same
16 kind of proximity criteria for those other programs?

17 HCD SENIOR INNOVATION MANAGER COULOM: Yes, we
18 do. I think some of my other colleagues at HCD could
19 speak to this in greater detail. In large part, these
20 relate to our funding programs, which is under our
21 Division of State Financial Assistance. But yes, we do
22 seek to -- to mirror and align those for reasons of
23 achieving these shared policy objectives, but also making
24 sure that we have -- we have projects that we can finance.

25 CARB BOARD MEMBER BALMES: Yeah, because I mean

1 the big -- the bottom line is we'd like to see programs
2 for more housing and affordable housing be as climate goal
3 oriented as possible.

4 Thank you.

5 CARB CHAIR RANDOLPH: All right. Thank you.

6 Board Member Hurt.

7 CARB BOARD MEMBER HURT: Thank you, Madam Chair.

8 So I really like the screening criteria for the excess
9 sites, but I'm also thinking about the greatest health
10 outcomes and promoting that criteria, so that we're away
11 from the exposure to pollutants and emissions. And I know
12 that there's a tension there, because we're saying let's
13 build where transit corridors are and job sites, but if
14 we're talking about excess land, maybe that's a second
15 phase of review, but let's go with those spaces that have
16 the great health outcomes.

17 Thank you.

18 CARB CHAIR RANDOLPH: All right. Thanks so much
19 for all the comments on this item.

20 This is a really great program. It's one of
21 those things you see -- you hear about at it's inception,
22 you know, like hey can we build housing on surplus land
23 and then you see these projects tart to come to life and
24 it kind of harkens back to our earlier discussion about,
25 you know, are we -- are we going to actually make

1 progress? Are these things going to happen? So I really
2 appreciate that this is an example where things are
3 happening and people are now have homes that wouldn't have
4 otherwise. So thank you so much for your work on this
5 program. Thank you, Director Velasquez.

6 Okay. So our last item -- agenda item today is
7 going to be focusing on zero-emission freight system,
8 which is a guiding principle for CAPTI. CAPTI emphasizes
9 creating a freight system that reduces greenhouse gas
10 emissions criteria pollutants, toxic air contaminants, and
11 protects public health. And these priorities align with
12 CARB's work in supporting the deployment of zero-emission
13 medium- and heavy-duty vehicles. And so it's critical as
14 we're thinking about transitioning the freight sector,
15 that the right charging and fueling infrastructure is in
16 place, which requires targeted investments of limited
17 public resources. And so prioritizing where we make those
18 investments has to be coordinated closely with industry,
19 stakeholder and -- stakeholders and environmental justice
20 communities.

21 So our original plan was to have two
22 presentations, the second one was going to be about
23 Caltrans work addressing zero-emission infrastructure
24 needs in the California Freight Mobility Plan. We're
25 going to kind of set that one aside and perhaps revisit

1 that at a future meeting, and instead focus on CTC and
2 CARB's collaborative process to identify the
3 infrastructure needed to support zero-emission vehicles in
4 specific freight corridors.

5 So we are going to be hearing about the progress
6 our two agencies have made in collaboratively developing
7 the SB 671 assessment. And this assessment, which is
8 called the clean freight corridor efficiency assessment
9 will designate specific freight corridors and the
10 infrastructure needed to support the deployment of medium-
11 and heavy-duty zero-emission vehicles in those corridors
12 based on the potential for emissions reductions impacts on
13 neighboring communities and other factors.

14 So CTC, which has been tasked with leading this
15 effort, has been a highly collaborative partner with CARB
16 in engaging stakeholders and compiling the research that's
17 necessary for this project. So this presentation is a
18 chance to consider all of the available factors that could
19 be used to identify needed infrastructure, along with
20 options for aligning specific funding programs with those
21 corridor designations.

22 So I will turn it over to staff for the
23 presentation on this item.

24 (Thereupon a slide presentation).

25 ARB TTD AIR RESOURCES ENGINEER GARRISON: Good

1 afternoon, commissioners and Board members. I am
2 Katherine Garrison. I work in the Freight Policy Section
3 in the Transportation and Toxics Division at CARB. I'm an
4 expert on ZEV infrastructure and thank you for having us
5 here today.

6 You'll hear a joint update from CARB and CTC on
7 implementing SB 671. I will touch on the importance of
8 having a corridor approach and then you'll hear from
9 Hannah Walter on implementing SB 671.

10 The Legislature and the Governor -- next slide,
11 please.

12 --o0o--

13 ARB TTD AIR RESOURCES ENGINEER GARRISON:

14 -- recognized the need for a corridor approach to
15 planning zero-emission infrastructure last year when
16 signing SB 671 into law. It is important for you to know
17 that this legislation Requires CTC to coordinate with CAB,
18 the California Public Utilities Commission, the California
19 Energy Commission, and the Governor's Office of Business
20 and Economic Development, GO-Biz.

21 This approach considers the potential for
22 emission reductions, impact on neighboring communities,
23 and other factors.

24 Next -- slide 3.

25 --o0o--

1 zero-emission vehicles. SB 671's focus is on heavy-duty
2 trucks. I want you to realize that the middle two ZEV
3 targets shown on this slide are captured there.

4 --o0o--

5 ARB TTD AIR RESOURCES ENGINEER GARRISON: Freight
6 activity. Our programs are housed in many agencies, not
7 just one agency. When developing planning and documents,
8 we all work together.

9 Next slide.

10 --o0o--

11 ARB TTD AIR RESOURCES ENGINEER GARRISON:
12 Policies may include regulatory activity. CARB
13 has committed through the Scoping and State strategies for
14 the State Implementation Plans to develop zero-emission
15 regulations to reduce emissions from transporting freight.
16 The next three slides touch on regulatory activities to
17 reduce emissions from trucks.

18 --o0o--

19 ARB TTD AIR RESOURCES ENGINEER GARRISON: Last
20 week, the CARB Board heard staff's presentation on
21 Advanced Clean Fleets. This was the first of two Board
22 meetings that will consider the proposal. The second
23 Board meeting will be in the spring of 2023. For the
24 benefit if of the Commissioners, this slide summarizes
25 this groundbreaking proposal that complements --

1 number of models for each vehicle cost size. I'd like you
2 to see that a wide variety of configurations is available.

3 Next slide.

4 --o0o--

5 ARB TTD AIR RESOURCES ENGINEER GARRISON: I'd
6 like you to know we are considering equity at every step
7 in this transition to ZEVs. ZEVs have to work for
8 everyone. There should, in fact, be a pathway to
9 improving transportation, reducing the pollution to
10 underserved communities and disadvantaged populations.
11 And in that, fueling infrastructure cannot be a barrier to
12 truck owners and operators transporting freight. When
13 building something new, we have the opportunity to do
14 things differently do them right from the start. That
15 exists now with ZEV infrastructure. We must keep equity
16 and accessibility in mind while creating new systems for
17 fueling.

18 --o0o--

19 ARB TTD AIR RESOURCES ENGINEER GARRISON: I would
20 like to tell you that in our collaborating with CTC and
21 other energy and transportation agencies, we each realized
22 our interdependence and connectedness and how vital it is
23 that statewide transportation planning consider ZEV
24 infrastructure. Deploying ZEVs and providing fueling
25 stations and truck charging hubs require a corridor

1 approach that will reduce the localized pollution impact
2 to communities.

3 I'd like you to know what we've learned from
4 Advanced Clean Fleets and Advanced Clean Trucks
5 development processes that fleets need the following, both
6 electricity and hydrogen will be relied upon by fleets.
7 Sometimes the fleet may need both.

8 Equitable access is a priority especially for
9 small and owner-operator fleets. A public contracted
10 off-site fueling network that supports fleets with and
11 without access to their own depot fueling is important.
12 With the proposed implementation schedule for ACF, we need
13 a rapid and large-scale deployment plan. Fleets want
14 assurance that the grid will be able to handle the
15 increase and sometimes concentrated load, and fueling
16 standards geared to heavy-duty vehicles in both
17 electricity and hydrogen are needed to ensure reliable
18 fueling.

19 Hannah, I'd like you to know how grateful CARB
20 staff is for you and CTC's staff openness in collaborating
21 with CARB on this important work.

22 Hannah, please take over.

23 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Thank you,
24 Katherine and I really appreciate CARB staff. They've
25 been great to work with. So thank you.

1 CARB BOARD MEMBER BALMES: Why don't you get
2 closer to the mic.

3 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: I know. I
4 was just thinking that. Thank you.

5 So my name is Hannah Water. I'm an Associate
6 Deputy Director with the California Transportation
7 Commission. And I'll be giving you a brief update on
8 where we're at with Senate Bill 671.

9 --o0o--

10 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: So first,
11 I'd just like to note what the assessment is covering.
12 There are a number of bill requirements which you see
13 here. And we are gathering information so that we can
14 talk about these in the report. And essentially what
15 we're doing is identifying the infrastructure gap. In
16 other words, based on the amount of zero-emission trucks
17 that will be on the road as a result of the Advanced Clean
18 Trucks and Advanced Clean Fleets rule, approximately how
19 many stations would we need to support those vehicles on a
20 year by year basis starting in 2024? How much would that
21 cost and what are the approximate time frames associated
22 with those stations.

23 We're working with the California Energy
24 Commission, the Public Utilities Commission, and some
25 utilities to try -- also with the Army Corps of Engineers

1 who the Commission has a contract with their engineering
2 research and development center staff to model this
3 information. And so we're looking not just at the
4 stations themselves and optimal locations for freight, but
5 also at what electric infrastructure is needed to support
6 those stations. So we're working on modeling that all
7 out, and we plan to include it in the report. And our
8 goal is that this will be a report that is one State plan
9 supported by multiple State agencies and also informed by
10 and supported by industry.

11 Next slide, please.

12 --o0o--

13 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: So equity,
14 we wanted to just touch on some of the ways that we're
15 looking at it in the assessment. We're using
16 CalEnviroScreen 4.0, which has air quality and other
17 socioeconomic factors to help us identify the top five
18 freight corridors that we want to focus on related to
19 diesel pollutants primarily.

20 --o0o--

21 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: We are
22 also discussing methods to avoid displacement in the
23 report. Then SB 671 does not have its own funding source.
24 So right now, there are several possible existing funds
25 that people can apply for for funding to build stations.

1 One of them is Energy Commission funds. They have 1.4
2 billion. It's not all for medium- and heavy-duty, but a
3 lot of it is, 690 million, and some other funds that they
4 would be eligible for. So there are existing grant
5 programs out there, but we do not have funding through
6 this report for projects.

7 Next slide, please.

8 --o0o--

9 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: I wanted
10 to touch on the National Electric Vehicle Infrastructure
11 funds, NEVI. It can be confusing about how this fits in.
12 So this funding program, the formula program specifically,
13 is being led by Caltrans and the Energy Commission.
14 California has about 384 million for the first five years.
15 And that funding is specific to passenger vehicle
16 infrastructure, but Caltrans staff have said that if they
17 can meet the goals for those passenger vehicles in the
18 first five years, then they're open to also using some of
19 those funds for medium- and heavy-duty vehicles.

20 Next slide, please.

21 --o0o--

22 CTC ASSOCIATE DEPUTY DIRECTOR WALTER:

23 Alternative fuel corridors are federally
24 designated corridors. And in order to be funded through
25 NEVI, you have to be along one of these corridors. So

1 Caltrans staff and Commission staff are working together
2 to make sure that our priority clean freight corridors are
3 also alternative fuel corridors.

4 Next slide, please.

5 --o0o--

6 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: This is a
7 look at the state -- like the whole state for the priority
8 corridors that we identified for Senate Bill 671. And
9 these are corridors that the work group members have
10 identified as priorities for freight, and for
11 electrification, and hydrogen, so for zero-emission
12 infrastructure.

13 And the next slides --

14 --o0o--

15 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: -- go into
16 more detail, but I'm just going to ask our --

17 --o0o--

18 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Thank you.
19 We're going to move through these quickly.

20 --o0o--

21 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: There are
22 quite a few of the major highways in the State, including
23 the 710 --

24 --o0o--

25 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: -- and

1 areas down by the border.

2 What I just want to focus in in this slide is
3 that the draft is due August of 2023 and the final report
4 is due December 1st, 2023.

5 Next slide, please.

6 --o0o--

7 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: And all I
8 really wanted to say on this slide is that we really are
9 leaning on our modeling efforts with our State agencies
10 and on some input from the Trucking Association, from
11 different members of industry to try to put together our
12 cost, time, and infrastructure assessments. And so we're
13 hoping to identify all of those things as quickly as
14 possible.

15 Thank you.

16 CARB CHAIR RANDOLPH: All right. Thank you so
17 much.

18 Okay. We are now ready to hear from the public
19 on this item. So I will ask the clerks if we have any
20 public commenters?

21 CARB BOARD CLERK HARRINGTON: Yes. We have one.
22 Amparo Miramontes.

23 AMPARO MIRAMONTES: Hi. I'm Amparo Miramontes
24 and thank you for the opportunity to speak. Thank you for
25 the presentation.

1 Although I think we can all agree that the
2 reduction of fossil fuel emissions are -- and especially
3 in the Inland Empire, the by-product of diesel emissions
4 is literally choking us out. I think there's a concern
5 that we have as a community. It's with the introduction
6 of hydrogen as a fuel. And one of those things is it's
7 lack of efficiency. So if you start out with 100 watts to
8 go into powering your vehicle, by the time you're done,
9 it's at 38 watts. So that's 38 percent efficient, where
10 as electricity is 100 watts to 80. So you do lose a
11 little bit, but it's far more efficient.

12 And I think the reason we're so concerned is it
13 the storage of the hydrogen, the movement of the hydrogen
14 from place to place, and overall the asset life cycle for
15 hydrogen technology management, the equipment that goes
16 into that for long-term storage, transportation, and just
17 like capturing and moving it into the energy that is
18 required for vehicle use.

19 So I -- we spent a lot of time over the last few
20 months talking with a speculative company that's looking
21 at the ports to convert to hydrogen for, you know, long
22 transportation and/or for moving cargo, and we can't seem
23 to understand the safety imple -- implementations that
24 they're -- they're going to be executing to prevent the
25 community from unwanted exposure or leaks. And with much

1 of this, we haven't seen any of the actual cost analysis
2 of hydrogen to electrification.

3 So I guess what we're trying to ask is we don't
4 know how much -- what the balance is between the hydrogen
5 technology versus the electrification. We'd like to see
6 more data on that to see what that looks like, and we'd
7 like to see a cost analysis to see what the long-term
8 costs from the asset life cycle from cradle to grave for
9 the hydrogen as well as the electrification uses.

10 So -- and lastly, where these are going, again
11 it's going into communities that are already -- they're
12 already overburden with all kinds of toxicity. So we'd
13 like you to really consider just, if we could, reduce the
14 amount of hydrogen technology we're integrating, because
15 by the time it's able to be implemented, we speculate that
16 electrification will be so far advanced. And the storage
17 and movement of electricity is far more efficient, and,
18 you know, we're really, really, really concerned about
19 what hydrogen storage and the processing will look like.

20 Thank you.

21 CARB BOARD CLERK HARRINGTON: Thank you.

22 That concludes the in-person comments. I'll now
23 pass it over to Lindsay.

24 CARB BOARD CLERK GARCIA: Thank you. We have two
25 remote commenters. So we'll from Brian Yanity, Bill

1 Boyce.

2 So Brian, I've activated your microphone. Please
3 unmute and begin.

4 BRIAN YANITY: Good afternoon, Chair,
5 commissioners, and Board members. My name is Brian
6 Yanity. I'm with the intermodal railcar company,
7 Flexiwaggon America and also serve as Vice Chair of the
8 City of Fullerton Transportation Circulation Commission.

9 Thank you for this meeting and the opportunity to
10 speak today. Mode shift of freight movement from truck to
11 rail needs to be a top priority for the State's climate
12 and transportation policies. I didn't see any mention of
13 that. Under alternative fuel corridors, the State needs
14 to consider electric freight rail corridors.

15 Here is a specific example. The BNSF railway
16 recently announced their Barstow International gateway
17 project, a proposed large inland port on the west side of
18 Barstow, parts of this proposal are plans for short-haul
19 intermodal freight trains leaving Barstow and the ports of
20 LA/Long Beach. Short-haul intermodal freight rail in the
21 region is something myself and many others have supported
22 for a long time, as it would potentially get thousands of
23 trucks off Southern California highways each day.

24 This scenario provides an opportunity though for
25 much needed freight rail electrification in the LA Basin

1 and the Inland Empire with a captive electric locomotive
2 fleet operating between the ports and Barstow. A 2016
3 CARB report on freight locomotive stated that about 60
4 percent of all locomotive diesel fuel energy and resulting
5 pollution consumed by all freight trains in Southern
6 California is on the steep grade Cajon Pass segments of
7 BNSF and Union Pacific between the Inland Empire and
8 Barstow.

9 The Barstow and high desert area coincidence --
10 coincidentally is also a major solar power generation hub.
11 Building an overhead wire electrification system for rail
12 is expensive, but I can assure it's going to be less
13 expensive overall than moving the same amount of freight
14 with electric trucks. This is largely due to the fact
15 that trains with steel wheels and rails use a small
16 fraction of the energy needed to move a ton mile of
17 freight compared to a truck with rubber tires on pavement.

18 Electric rail is vastly more energy efficient
19 than electric trucks, which is an important consideration
20 for not overstressing the power grade from electric
21 transportation. Overhead wire rail electrification is a
22 proven technology over a century old used successfully by
23 many freight rail operations around the world. A 50 kV AC
24 overhead wire would be the most economic and practical way
25 to power very heavy electric freight trains, such as the

1 15,000 ton plus - I guess, they can get that heavy -
2 trains that go up Cajon Pass.

3 In this country, the Deseret Power Railway hauls
4 50 kV electric HEAVY coal trains between Colorado and
5 Utah. I'm not a big fan of coal myself, but this is a
6 real working example with heavy electric freight rail you
7 can look at in this country. They had similar trains in
8 Arizona and British Columbia. And 50 kV iron ore trains,
9 40,000 tons have been in operation for South Africa for
10 decades. And no, hydrogen will not work for heavy freight
11 trains. I don't have time to get into it.

12 CARB BOARD CLERK GARCIA: Thank you.

13 Bill, I have activated your microphone. Please
14 unmute and begin.

15 BILL BOYCE: Good afternoon. This is Bill Boyce
16 with Bill Boyce Consulting, LLC. I work with the major
17 west coast utilities on the West Coast Clean Transit
18 Corridor Initiative. I just wanted to let all the
19 respective boards know that the West Coast Clean Transit
20 Corridor has been studying electrification of the major
21 I-5 and east/west corridors on the west coast for Class 8
22 trucking, and been doing that since 2019.

23 Really wanted to emphasize that what California
24 is doing on this is really paramount. Getting things
25 started, early planning on the utility side, and to let

1 you know that Oregon and Washington also part of that with
2 regards to the important goods movement up and down the
3 west coast. So just wanted to make sure you all were
4 aware of the utility cooperation and the fact that what
5 you're doing is going to have transportability to the
6 other states with regards to building a network, because
7 transportation doesn't stop at the State boundaries. It
8 goes north, south, east, west and we're going to have to
9 work with everybody to make this really successful.

10 Thank you.

11 CARB BOARD CLERK GARCIA: Thank you.

12 And that concludes the remote commenters for this
13 item.

14 CARB CHAIR RANDOLPH: All right. Thank you very
15 much.

16 Okay. Commissioners and Board members.

17 We have Commissioner Norton.

18 CTC COMMISSIONER NORTON: Thank you very much.

19 And I want to thank CTC's Hannah Walter and CARB's
20 Katherine Garrison for great presentations today, and also
21 really running some fantastic meetings. I flew up for the
22 one that you held in Sacramento. It was a really
23 impressive meeting of the private sector, the public
24 sector. And people really dug in to talk about how to
25 meet the goals.

1 I am concerned though that we are being asked to
2 make some decisions. And I'm happy that we're here with
3 CARB, because this whole idea of whether EVs are ready, or
4 where the EV infrastructure is, or where hydrogen
5 infrastructure is, and whether it's ready. We need your
6 expertise, because it is really becoming a challenge to
7 understand and now base billions of dollars of economic
8 infrastructure investments on people saying this will
9 work, that will work, and not necessarily having some real
10 metrics.

11 I would like to suggest also that there is an
12 opportunity to look at some ways like with hydrogen and
13 others where there are some new opportunities and new
14 concepts that are being put forth that could be very
15 interesting, such as a three inch pipe, the DOE lined pipe
16 that could potentially go in while we're looking at the
17 10,000 miles that we're permitting for broadband. There
18 are ways to do it, but I think it's really incumbent on
19 us, as CTC and CARB, to come together and talk about where
20 the playing field is. Because as we're working on the 710
21 south and a lot of other proposals, people need to
22 understand what's possible and the -- as we heard from the
23 industry, they need to understand where the State is going
24 to back them so that they can move to zero-emission
25 freight and start really thinking about the kinds of

1 infrastructure they're going to need and fueling options,
2 so that we can start applying for sufficient money in
3 IIJA, IRA, and State funds.

4 Can you talk a little bit about your processes
5 and CEC and CPUC about how you're going to look at
6 electric, versus hydrogen, versus everything out there in
7 order to achieve the clean corridors we all hope to see.

8 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Yes.
9 Thank you, Commissioner Norton. So just a brief overview
10 of how we're approaching the quantification of the
11 infrastructure needed, is that the Army Corps has a model
12 that takes existing truck routes, short and long haul, and
13 all different kinds of truck use cases into account, and
14 then looks at where are ports of entry, land and maritime,
15 warehouses, distribution centers, and where are the roads
16 that are the most traveled, and then runs an algorithm to
17 identify optimal locations for zero-emission stations,
18 whether Hydrogen or electric.

19 They're working on that now. They have some
20 really great data. So once we have that and we want that
21 piece to really be informed by business needs. So from a
22 business, a fleet perspective, where are these optimal
23 locations.

24 Then what we're going to do is work with the
25 Energy Commission and Lawrence Berkeley National Labs, who

1 is their contractor, to associate energy load forecasts
2 with those locations. And it's a big picture, because in
3 order to really understand the need, you have to not only
4 understand what trucks will be using that station, but
5 what passenger vehicles may be charging around there and
6 other needs.

7 And then we'll take that and work with Southern
8 California Edison, and the Utilities Commission to develop
9 a methodology where they can start doing distribution and
10 transmissions system planning. And with that, we will
11 kind of develop rules of thumb about how long on average,
12 depending on the type of upgrade needed, it will take to
13 build the electric upgrades needed, and the station, and
14 the cost.

15 And we're starting to gather that information
16 now, but we really want to gather support from not only
17 the various State agencies involved, but the industry, so
18 that everyone is on the same page. And then we'll look
19 at -- so what's the -- what's it going to look like in
20 2024? What do we need in 2024 when these vehicles first
21 start being mandated.

22 So that's our plan. That's what we're working
23 on. And we're hoping to have that done as soon as
24 possible, but definitely by August when the draft is due.

25 That's what that looks like. And I can't

1 remember your other question. Sorry.

2 CTC COMMISSIONER NORTON: I was asking about
3 hydrogen.

4 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Oh, so the
5 thing about hydrogen and electric is that, in general, the
6 thought is that the State doesn't really want to put
7 businesses in the position of -- we want the market to
8 decide. So we don't want to be the one to say, it should
9 be all electric or it should be all hydrogen. We --
10 there's -- you know, we want business to figure that out
11 based on their own needs and competition, but we want to
12 encourage both. And probably what we're thinking in the
13 report is that we'll run a few different scenarios.

14 So if we assume that a certain percent in one
15 scenario is hydrogen and another percent is electric,
16 we'll run a scenario like that, and then we'll run a
17 different one assuming a different split.

18 CARB CHAIR RANDOLPH: All right. Thank you.
19 Commissioner Falcon.

20 CTC COMMISSIONER REYES FALCON: Thank you, Chair
21 and thank you Katherine and Hannah for your presentation
22 and for the public for their comments.

23 I want to echo my colleague, Commissioner
24 Norton's comments about how -- how this is so important.
25 I think that we should have this as a regular item when --

1 when we have these joint meetings, because this -- this
2 issue I personally hear a lot about, in my region of the
3 State, in San Diego, it's an area that is highly activated
4 with -- with truck activity, not only from intrastate
5 State but also from the border.

6 And I'm interested -- interested in knowing. And
7 I haven't brought this up, Hannah, but is there -- and,
8 you know, I really appreciate you know all the attention
9 that CARB staff and CTC staff has dedicated to the
10 concerns from the border community, particularly in Otay
11 Mesa and in Imperial Opportunity.

12 I'm interested in knowing if there's been any
13 high level conversations from our partners on the other
14 side of the border, and from our -- our eastern neighbors,
15 Arizona, Nevada, et cetera. If their companies come and
16 their freight are paying attention to what our goals and
17 our requirements are here in California and if their
18 companies and their freight aren't prepared. And just
19 really quick, you know, I wanted to provide some con --
20 some perspective, at least from border community, it is
21 typical that truck -- truck drivers have to wait six to
22 eight hours on the border just to cross.

23 And so that provides a lot of anxiety as it is
24 already. We add to that the potential to have to charge
25 to 2, 3, 4, whatever hours their trucks. Now, we're

1 getting into a -- you know, a labor issue, where there --
2 where folks are -- you know, are working in conditions
3 that -- that, you know, they're dealing with extended
4 hours.

5 And so I'm just interested in hearing if there's
6 any high level conversations that are happening just
7 beyond our State agencies about this, because it is a huge
8 concern, particularly in the border communities.

9 CARB MSCD ASSISTANT DIVISION CHIEF BEVAN: Hi.
10 Analisa Bevan. I'm CARB's zero-emission infrastructure
11 specialist. Thank you for those questions.

12 Yes. We have been speaking with Mexico and in
13 particular Baja California representatives about the
14 border crossing Otay Mesa freight corridor. And we're
15 actually planning a roundtable conversation at a high
16 level at the end of November to talk about infrastructure
17 issues, about the transition to zero-emission technologies
18 for freight.

19 And to the question about the border crossing
20 wait times, we've been talking with companies that are
21 looking for solutions, have developed solutions for truck
22 charging in that kind of environment, in particular
23 wireless in-ground charging solutions, where all of that
24 time spent waiting can be spent charging. So this may be
25 a particularly auspicious place to explore that

1 possibility.

2 CTC COMMISSIONER REYES FALCON: Thank you for
3 that.

4 One other idea, just throw it out there. So San
5 Diego is actually looking at the potential for extending
6 their trolley binationally. So if there's opportunities
7 to do that and there's already conversations on the
8 transportation infrastructure side, if we can include
9 charging opportunities as well on the other side of the
10 border.

11 Thank you.

12 CARB CHAIR RANDOLPH: All right. Thank you so
13 much.

14 Board Member Kracov and then Dr. Lyou.

15 CARB BOARD MEMBER KRACOV: Thank you both for the
16 presentation. It's obviously such an important topic and
17 I know Analisa Bevan, you know, also is working full time
18 on this. You know, I hail from the South Coast region and
19 this issue with the ports out -- to the Inland Empire is
20 really one of the most important things that -- that I'm
21 working on and that we're working on in the South Coast.
22 You know, we're about to pass a rule at CARB, knock on
23 wood, our Advanced Clean Fleet Rule.

24 It's going to require mandatory retirement at
25 useful life for all trucks in the drayage registry and

1 mandatory retirement with zero-emission starting in 2024.
2 You figure there are 20,000 trucks in the drayage
3 registry. Maybe not all of those are heavy users, so
4 maybe some of those are going to drop off. But let's say
5 that, you know, 10 percent of them have to turn over
6 starting in 2024. Let's say that's 1,500 to 2,000
7 zero-emission trucks.

8 You know, it's not, you know, that far away.
9 It's a year and a half away. And they're coming first in
10 our rule. As we emphasize and discussed, at our last
11 Board meeting, it has to be done right. So I'm really
12 excited about, you know, this project and it's a little
13 overwhelming sitting here, all the things you're talking
14 about. Army Corps of Engineers models and then working
15 with the utilities on sort of a micro basis, but of,
16 course. But of course those are all the things that we're
17 going to need to do this successfully.

18 And you know, we sit here at CARB and try to do
19 the best that we can for air quality and climate, and pass
20 rules that we think make sense, but we're relying on the
21 Energy Commission, PUC, the private sector, with Cal ISO
22 managing this through the utilities to sort of get all of
23 this done. You know, I'm overwhelmed just with the CARB
24 job, not to mention all that other stuff and being
25 comfortable and confident in it. So I think this kind of

1 interagency work putting it all together, you know, is
2 really valuable.

3 You know, that being said, I'm worried about
4 drayage in 2024. I'm worried about getting it right. I'm
5 worried about the message it's going to send. I worry
6 about a lot of the negativity that I hear from folks like
7 PMSA and frankly the ports, and real or imagined the
8 perceived, you know, lack of real urgency at the ports to
9 help us succeed. So I think it's really important for all
10 of us to work together, the private sector, our other
11 public sector, regulated entities in trying to figure this
12 out, you know, really focusing on drayage, but -- you
13 know, but after all, you know, drayage is all about the
14 freight corridors.

15 So I'm looking forward to learn more about the
16 671 process, you know, really hoping that our regulated
17 entities and our partners, including the ports and the
18 terminal operators in the South Coast, you know, come to
19 the table with constructive ideas instead of nasty
20 editorials, and that we find a way, you know, to work
21 together on this.

22 So really appreciate this. I also appreciate the
23 comments of Commissioner Norton and Falcon. I want to
24 second all the things that they said. You know, in
25 particular, I think for some of the real heavy-duty

1 operations, long-haul, you know, locomotives, I'm sorry we
2 cut the fellow out about why hydrogen won't work for
3 locomotives.

4 (Laughter).

5 CARB BOARD MEMBER KRACOV: I'm interested to find
6 out. But you ask everybody, you get two different
7 opinions. Aviation, ships, you know, I think that there's
8 a case to be made that we really have to study this and
9 that maybe it's going to be an all-of-the-above approach,
10 included hydrogen.

11 So Commissioner Norton, you know, mentioned this
12 idea of we're digging up the streets anyway, are there
13 certain places and certain corridors where hydrogen
14 infrastructure may be wise? I don't know, but I think
15 it's worth studying and I think that if we're going to be
16 doing this kind of detailed work and planning, that we
17 have to put these things on the table. Again, it's a
18 little bit above our pay grade here at CARB. It requires
19 all these other folks, but that's why they're paying, you
20 know, you the big bucks to figure this out.

21 So I wanted to second some of the work and
22 comments of my colleagues, express my interest in this,
23 and do think that we have to really pay attention to this.
24 I'm just really looking forward to every quarter, every
25 six months how are things going at the ports? What are

1 the ports doing? How is Harbor Trucking Association
2 working with its members on getting the word out about
3 drayage? How are we at CARB doing in getting the word
4 out? How is the money flowing? How is it fitting in with
5 our funding plan we're considering in November?

6 You know, not to mention what PUC, CEC, and
7 Edison, and DWP are going to be doing. But I see Analisa
8 Bevan shaking her head. I know she understands this. I
9 think it's keeping us all up at night, but you do have
10 partners here. I know we've got a lot of partners in the
11 other agencies and in the communities on this.

12 And I'm just really hoping that -- that together
13 we can do it with our 671 assessments leading the way. So
14 thank you very much.

15 CARB CHAIR RANDOLPH: Thank you.

16 Dr. Lyou.

17 CTC COMMISSIONER LYOU: Yeah. Well, no offense
18 to Gideon, or Ellen, or any of the other attorneys in the
19 room, but, you know, whenever I ask 10 attorneys for an
20 opinion, I get 10 different opinions. If I ask them again
21 the next day, I get 10 more opinions. So, yeah, everyone
22 says something different.

23 I want to build on -- on what Board Member Kracov
24 said in terms of having to do this as really trying to
25 bring together so many desperate things perfectly, that I

1 do have my doubts. And there's going -- I mean, change is
2 hard. And this is -- this one is going to be really
3 tricky tough for a variety of reasons, the technology, the
4 money, the leadership, the infrastructure, the
5 requirements and the -- just the practical aspects of it.

6 But I would -- I would really want to drill down
7 on what it takes for DWP, LA Department of Water of Power
8 and Southern California Edison to get to the point where
9 they're actually providing electrons, stub out at least,
10 to where they need to go to make this system work,
11 especially with the drayage trucks coming out of the San
12 Pedro Bay ports, because I heard about how their
13 decision-making process works and what they need in order
14 to go and do this, and then their timeline for doing it,
15 which is measured in increments of multiple years, not
16 months. And we don't have that time, and sometimes even
17 decades, to get stuff, electrons, to where they need to
18 go.

19 And you don't have to be genius to figure out how
20 much electricity these trucks are going to need. You
21 know, their batteries are so big, they take so much, and
22 you need so many megawatts to run a fleet out of the ports
23 depending on far -- how far that you're expecting them to
24 go. I mean, it's -- it's calculable and the numbers are
25 overwhelming, especially when it comes to getting charging

1 stations in at places where they need to be.

2 You know, the Port of Long Beach made an
3 announcement recently they're doing 30 charging stations
4 for heavy-duty trucks. Good for them. They know. They
5 recognize it's nowhere close to what they need, right?
6 And so I think in the end that that's going to be the
7 biggest problem that we are going to be dealing with was
8 getting these charging stations in where they need to be.

9 The rest of it's a problem too, but that -- that
10 one, because of the timing and because the utilities work
11 in a way very different from the rest of us, that I would
12 drill down and focus on that.

13 Thank you.

14 CARB CHAIR RANDOLPH: All right. Thank you.

15 Dr. Balmes.

16 CARB BOARD MEMBER BALMES: Thank you, Chair
17 Randolph. And I also appreciate what Board Member Kracov
18 and Dr. Lyou just said and -- as well as Ms. Norton, Ms.
19 Falcon. I have a specific question though for -- about
20 CAPTI. So this is like a minor issue compared to the big
21 macro-issues that have just been discussed.

22 But it's about the Trade Corridor Enhancement
23 Program, TCEP. I deliberately said the whole name,
24 because I've been bombarded by abbreviations today. And I
25 would kind of urge us, when we have public meetings, to

1 not use the abbreviations as much as we do. And that's
2 for CARB as well as CTC and HCD.

3 CARB BOARD MEMBER KRACOV: You mean, the
4 California Air Resources Board and the --

5 (Laughter).

6 CARB BOARD MEMBER BALMES: Exactly.

7 (Laughter).

8 CARB BOARD MEMBER BALMES: Exactly, Gideon.

9 But TCEP -- TCEP, you know, has been supporting,
10 or is supposed to be in my understanding, main streaming
11 zero-emission vehicle infrastructure. And we've been
12 talking about charging and a little bit about hydrogen.

13 But I -- CARB, the California Air Resources
14 Board --

15 (Laughter).

16 CARB BOARD MEMBER BALMES: -- is really pushing
17 zero-emission vehicles that are fully zero emission as
18 opposed to low emissions. That's been our policy. I
19 sometimes have disagreed with it at times, because I would
20 like to actually get the biggest health bang as possible
21 in terms of getting rid of diesel.

22 But I just wanted to ask about aligning CARB with
23 CTC and TCEP, the Trade Corridor Enhancement Program,
24 because it seems like, and I -- maybe I'm wrong, but that
25 CTC is -- is funding non-zero-emission vehicle

1 infrastructure, or at least maybe funding is the run wrong
2 word, but, you know, designing less than zero-emission
3 vehicle transportation options. And so I just wanted to
4 clarify whether the -- our two agencies are aligned. And,
5 you know, I think we should be.

6 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: And thank
7 you, Dr. Balmes. You're referring specifically to
8 near-zero infrastructure.

9 CARB BOARD MEMBER BALMES: Right, because
10 we're -- CARB is like no.

11 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: Right.
12 Well, we did --

13 CARB BOARD MEMBER BALMES: And we shouldn't be --
14 we sort --

15 CTC ASSOCIATE DEPUTY DIRECTOR WALTER: We did
16 discuss this with the Air Resources Board, and what the
17 conclusion we came to for Cycle 3 of the program, which is
18 coming up, is that the Trade Corridor Enhancement Program
19 will fund near-zero. However, the evaluation criteria
20 that gives extra points for projects is specifically
21 referring to zero-emission vehicle infrastructure.

22 So you could still potentially score higher in
23 the program if you were building 100 percent zero-emission
24 infrastructure, but near-zero-emission infrastructure is
25 eligible and can compete in the Program.

1 CARB BOARD MEMBER BALMES: Yeah. And so I
2 thought that would be the answer. And, you know, I've
3 been at somewhat odds with my fellow Board members and
4 staff about trying to get near-zero. I actually kind of
5 like low-emission rather than near-zero to get the biggest
6 public health benefit as possible in terms of getting rid
7 of diesel. But I've always been told that, well, you
8 know, if we fund - let's be straight about it - natural
9 gas vehicles, that infrastructure is going to be there for
10 the long haul and then we're stuck with it.

11 But also, if we go to low diesel emission
12 vehicles, we're going to be stuck with those too. I mean,
13 those vehicles have a long half-life -- or not a
14 half-life, full life, usable life. So I actually am not
15 as dogmatic about low emission as some of my fellow Board
16 members and staff. I was just curious, because it does --
17 it's better when our agencies are aligned, in terms of our
18 air quality and climate change goals than not aligned, but
19 I understand where you may be coming from.

20 CARB CHAIR RANDOLPH: Okay. Thank you.

21 All right. I think -- any other questions or
22 comments from Board members?

23 Thank you so much for that presentation and we
24 look forward to the continued work. I know at the staff
25 level, we'll be working very closely, and just really

1 looking forward to the results of the assessment next
2 year. And I think it will really help inform all the work
3 that we are doing together. So thank you very much for
4 being here.

5 Okay. That was our last agenda item, so now it
6 is time for wrapping up. And so I will invite CARB's
7 Executive Officer, Dr. Cliff, to summarize some of the key
8 themes and next steps that we heard today.

9 CARB EXECUTIVE OFFICER CLIFF: Thank you, Chair
10 Randolph. Really robust discussion and appreciate the
11 agenda and discussion that occurred. So I'll just take a
12 quick moment to summarize some of the key themes that we
13 heard and then propose some next steps.

14 So as we discussed the CAPTI implementation
15 throughout the meeting, we heard a robust discussion on
16 the bigger picture needed to do even more to align
17 transportation, and housing, and ways to combat climate
18 change and meet our air quality and public health goals.

19 Many commenters and the joint body expressed
20 support for CAPTI, but indicated that more was needed
21 before we conclude the CAPTI action is complete or that we
22 have achieved our goals. Vehicle miles traveled, or VMT,
23 is going in the wrong direction and most indicators of VMT
24 reduction are also moving in the wrong direction too, as
25 Professor Sperling and others pointed out. And as we look

1 around at the impacts climate change is having on us, we
2 see that a business-as-usual scenario is no longer viable
3 in California.

4 The presentation on excess State lands for
5 housing was really valuable and it's one tool to help spur
6 housing production in areas that can also reduce auto
7 dependence. Funding was a focus of many of the comments,
8 and in particular the need to invest in transit to expand
9 service, support the transition to zero emissions, improve
10 safety, and ensure transit is time and cost competitive
11 with a car, so that it doesn't take 75 or 90 minutes to
12 get to work on transit.

13 And thank you, Dr. Lugo, for raising safety and
14 how the experience of safety can vary along racial lines.
15 Funding for affordable housing is critical as well,
16 particularly in areas close to transit.

17 I'd like to add that in -- in my former role,
18 focused specifically on traffic safety, I became alarmed
19 that pedestrian and bicyclist fatalities have increased
20 nationally at dramatic rates. In fact, pedestrian
21 fatalities have grown by more than 50 percent in the past
22 decade. Safety for those who walk, ride, and roll must be
23 a priority for us to achieve our goals.

24 As the Chair and other mentioned, the State has
25 several planning documents that identify potential actions

1 to reduce VMT, improve equitable outcomes, while also
2 continuing to provide for the mobility of Californians.
3 Beyond CAPTI, there's the SB 150 report that I mentioned
4 in my opening, the Sustainable and Equitable Communities
5 appendix to the Scoping Plan, and the AB 285 final report.

6 And as we think about ongoing work between our
7 agencies and future meeting topics, I'd like to dive more
8 deeply into some of the key strategies included in these
9 documents with a particular eye on funding. One of the
10 big areas of action identified in all of the documents is
11 pricing. Pricing takes many forms and it's a lever that
12 can influence travel demand in ways that reduce congestion
13 and vehicle miles traveled, while also generating revenue
14 to invest in sustainable transportation options, like
15 transit, active transportation, and community mobility
16 concepts like the one highlighted in the South Bay.

17 And as we think about pricing, of course, we must
18 approach it with equity in mind. This question Dr.
19 Pacheco-Werner posed concerning what -- what we must ask
20 of our transportation system, also to serve workers is an
21 important one.

22 Regarding freight, we heard about the need to
23 reduce emissions to impacted communities that are
24 overburdened by air pollution and the work being done in
25 response to SB 671 to identify freight corridors that

1 would be priority candidates for deployment of zero
2 emissions medium- and heavy-duty vehicles. And we had a
3 great discussion just now about how freight crosses
4 borders, both between states and binationally and the need
5 for partnerships with neighbors to make that work
6 successful.

7 As -- as the CARB Board deliberates on the
8 Advanced Clean Fleet Regulation to advance a transition to
9 zero-emission freight, the SB 671 work is an opportunity
10 to plan the supportive Infrastructure that must be in
11 place for fueling and charging. Going forward, staff will
12 also be exploring with Caltrans an opportunity to present
13 the freight mobility plan at a future joint meeting.

14 And so with these themes in mind, I'm going to
15 suggest a few next steps. First, I'd like one of the
16 joint -- the future joint meetings next year to focus on
17 road pricing, what is needed as well as important
18 considerations that should be made as State and regional
19 transportation agencies consider different pricing
20 mechanisms.

21 Second, I'd like to ask staff of the three
22 agencies to do some brainstorming on other potential
23 sources of revenue as proposed by Dr. Lyou. And as part
24 of that, I'd like to see suggestions for key principles,
25 perhaps for future legislation, regarding the expenditure

1 of sales tax revenue. As Vice Chair Guardino noted, many
2 counties have and will continue to raise revenue through
3 sales tax measures. What we can do to ensure that those
4 sales tax measures are aligned with climate, air quality,
5 equity, and mobility goals is going to be really
6 important.

7 Third, I'd like to suggest that staff from our
8 agencies think about what can be done to encourage the
9 adoption of VMT reducing Prohousing policies, as suggested
10 by Director Velasquez. Are there additional
11 transportation or other funding programs through which we
12 can encourage local governments to adopt these policies?

13 Fourth, the question HCD posed in its
14 presentation of excess State lands for affordable housing
15 were excellent. And I'd like our staff to explore them
16 further to identify opportunities for accelerating infill
17 housing.

18 And then before closing, I'd really like to thank
19 Caltrans for their flexibility in moving their
20 presentation to a future meeting. I know we were crunched
21 a bit for time, so thank you for that. And I'd like to
22 thank the staffs of -- of the three agencies for
23 continuing to work together on these issues. I know that
24 collaboration is very time-consuming and it takes
25 dedication, diplomacy, and I really appreciate those

1 efforts. So thank you for -- for doing that.

2 That's all I have. Thank you, Madam Chair.

3 CARB CHAIR RANDOLPH: All right. Thank you and
4 thank you for -- thank you to the Caltrans' staff. I
5 actually made a little note to myself, oh, thank you so
6 much for being willing to put that off. So I appreciate
7 your flexibility.

8 Okay. Vice Chair Guardino, do you have any
9 closing thoughts?

10 CTC VICE CHAIR GUARDINO: Yes. And I want to
11 thank my colleague Hilary Norton for texting me something
12 that with everyone's permission would like to do. I think
13 a lot of you know that we lost a leader who was truly
14 larger than life, who served with distinction on
15 California Transportation Commission for nearly two
16 decades. He always led with his heart, but never left his
17 head behind in the decisions he made with taxpayer money.

18 And on September 4th of this year, after a short
19 battle with cancer, Bob Alvarado left us, but his spirit,
20 and his legacy, and his impact will always remain. So
21 with your permission, Chair Randolph, and colleagues, and
22 members of the public, when we do close today, I'm hoping
23 we can close in Bob Alvarado's honor and memory.

24 My short comments. Thank you to our three
25 professional staff teams for making this worthwhile for us

1 as well as the public and the good of our state. To my
2 colleague, commissioners, and CARB Board members, and
3 Chair Randolph, and our Executive Director of HCD, this
4 has been incredibly worthwhile and I'm looking forward to
5 our joint meeting in April, where we can continue to make
6 progress.

7 CARB CHAIR RANDOLPH: Thank you.

8 Director Velasquez, do you have any closing
9 remarks that you would like to make?

10 HCD DIRECTOR VELASQUEZ: Well, Chair Randolph,
11 Vice Chair Guardino, and all the members of CARB and CTC,
12 thank you for the continued partnership. Great, great
13 meeting. Look forward to the future.

14 CARB CHAIR RANDOLPH: All right. Thank you.

15 And I will add my thanks to everyone for this
16 great discussion. As the State continues with
17 implementing CAPTI and -- and with implementing our 2022
18 Scoping Plan update, which we will be tackling in
19 December, My commitment is to continue to collaborate with
20 CTC, and HCD, and our other State partners to continue
21 this work. It is so important that we are continually
22 talking, continually working together, continually
23 building solutions for these challenging problems. And I
24 thank you for all your work and look forward to continuing
25 to work together with my colleagues.

1 And so thank you on behalf all the commissioners,
2 Board members, and Director Velasquez, and all the staff.
3 Thank you to the public for attending and participating in
4 this meeting.

5 And I -- we will now adjourn -- adjourn the
6 meeting in the memory of California -- California
7 Transportation Commissioner Bob Alvarado, who gave so much
8 to the State of California. So we will adjourn in his
9 memory and thank you, and have a good evening.

10 (Thereupon the California Air Resources Board,
11 California Transportation Commission, and
12 California Department of Housing and Community
13 Development meeting adjourned at 2:48 p.m.)

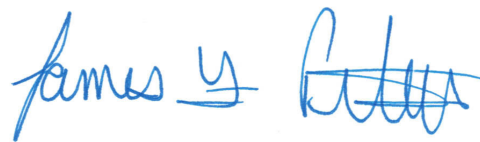
CERTIFICATE OF REPORTER

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of November, 2022.



JAMES F. PETERS, CSR
Certified Shorthand Reporter
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