

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 2, 2023

9:05 A.M.

JAMES F. PETERS, CSR
CERTIFIED SHORTHAND REPORTER
LICENSE NUMBER 10063

APPEARANCES

CARB BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Eric Guerra

Davina Hurt

Gideon Kracov

Tania Pacheco-Werner, PhD

V. Manuel Perez

Cliff Rechtschaffen

Susan Shaheen, PhD

Diane Takvorian

CTC COMMISSIONERS:

Carl Guardino, Vice Chair

Clarisa Reyes Falcon

Darnell Grisby

Adonia Lugo, PhD

Joseph K. Lyou, PhD

Michelle Martinez

Hilary Norton

APPEARANCES CONTINUED

CALIFORNIA STATE TRANSPORTATION AGENCY:

Darwin Moosavi, Deputy Secretary

CARB STAFF:

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

Sydney Vergis, PhD, Deputy Executive Officer, Mobile Sources and Incentives

Ellen Peter, Chief Counsel

Amy Budahn, Manager, Climate Investments Benefits Section, Sustainable Transportation and Communities Division (STCD)

Mario Cruz, Branch Chief, Climate Investments Branch, STCD

Jennifer Gress, Division Chief, Sustainable Transportation and Communities Division

Abigail May, Senior Attorney, Legal Office

Kelly Obranowicz, Senior Attorney, Legal Office

Josh Rosa, Staff Air Pollution Specialist, Climate Investments Benefits Section, STCD

CTC STAFF:

Tanisha Taylor, Executive Director

Paul Golaszewski, Chief Deputy Director

Teresa Favila, Deputy Director, Programming

APPEARANCES CONTINUED

CTC STAFF:

Matthew Yosgott, Deputy Director, SB 1 Programming

Kacey Ruggiero, Assistant Deputy Director, STIP Program

Cherry Zamora, Assistant Deputy Director, Planning

Brigitte Driller, Associate Deputy Director

Kayla Giese, SB 671 Assessment Coordinator

Doug Remedios, Clerk of the Commission

HCD STAFF:

Gustavo Velasquez, Director

Megan Kirkeby, Deputy Director

Tyrone Buckley, Assistant Director of Fair Housing

Annelise Osterberg, Senior Housing Specialist

Sarah Poss, Policy and Program Support Unit Chief

ALSO PRESENT:

Evan Adams

Marjorie Alvord, 350 Bay Area

Will Barrett, American Lung Association

Paul Bickmore, East Bay for Everyone

Chance Boreczky, East Bay for Everyone

Sakereh Carter, Sierra Club California

Darin Chidsey, Southern California Association of Governments

APPEARANCES CONTINUED

ALSO PRESENT:

Hana Creger, Greenlining Institute

Natalie Delgado, Leadership Counsel for Justice and Accountability

Steven Gelb, San Diego 350

Theresa Gonzales, Building Healthy Communities

Sarah Greenwald

Guy Hall, Electric Vehicle Association

Ma'Ayn Johnson, Southern California Association of Governments

Ben Keller, 350 Bay Area

Jonny Kocher, RMI

Carter Lavin, Transbay Coalition

Leticia, Fresno Building Health Communities

Jeremy Levine, Housing Leadership Council of San Mateo

Eli Lipmen, Move LA

Matt Maloney, Metro Transportation Commission in the Bay Area

Moiz Mir, ClimatePlan

Adam Noelting, Metropolitan Transportation Commission

Chris Peeples

Jamie Pew, NextGen Policy

Michelle Pierce

Olga Placencia, Fresno Building Health Communities

Nailah Pope-Harden, ClimatePlan

APPEARANCES CONTINUED

ALSO PRESENT:

Sophia Rafikova, Coalition for Clean Air

Wes Reutimann, Active SGV

Edith Rico, Fresno Building Health Communities

Thomas Riebs, AXEL

Laura Rosenberger-Haider

Carter Rubin, Natural Resources Defense Council

Jared Sanchez, CalBike

Gia Santian, Fresno Building Healthy Communities

Ivanka Saunders, Leadership Counsel for Justice and
Accountability

Jack Shu, San Diego Association of Governments

Sven Thesen, Electric Vehicle for All

Sara Toma, San Diego Association of Governments

Marc Vukchevich, Streets For All

William Walker

Jan Warren

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PROCEEDINGS

1
2 CARB CHAIR RANDOLPH: Good morning. Welcome to
3 the November 2nd joint meeting of the California Air
4 Resources Board, the California Transportation Commission,
5 and the Department of Housing and Community Development.

6 Before getting started, I would like to take a
7 moment to congratulate CTC's new Executive Director,
8 Tanisha Taylor.

9 (Applause).

10 CARB CHAIR RANDOLPH: We look forward to working
11 with you, Director Taylor, to continue to make these joint
12 meetings relevant and productive for all of us.

13 First, we will begin roll call with CARB board
14 members. Then I will turn it over to CTC Vice Chair Carl
15 Guardino, followed by Director Gustavo Velasquez of HCD.

16 Board Clerk, please call the roll for CARB.

17 CARB BOARD CLERK GARCIA: Thank you.

18 Dr. Balmes?

19 CARB BOARD MEMBER BALMES: Here.

20 CARB BOARD CLERK GARCIA: Mr. De La Torre?

21 CARB BOARD MEMBER DE LA TORRE: Here.

22 CARB BOARD CLERK GARCIA: Mr. Eisenhut?

23 Senator Florez?

24 Assemblymember Garcia?

25 Mr. Guerra?

1 CARB BOARD MEMBER GUERRA: Here.

2 CARB BOARD CLERK GARCIA: Ms. Hurt?

3 CARB BOARD MEMBER HURT: Present.

4 CARB BOARD CLERK GARCIA: Mr. Kracov?

5 CARB BOARD MEMBER KRACOV: Here.

6 CARB BOARD CLERK GARCIA: Mr. Rechtschaffen?

7 CARB BOARD MEMBER RECHTSCHAFFEN: Here.

8 CARB BOARD CLERK GARCIA: Dr. Pacheco-Werner?

9 CARB BOARD MEMBER PACHECO-WERNER: Here.

10 CARB BOARD CLERK GARCIA: Supervisor Perez?

11 CARB BOARD MEMBER PEREZ: Here.

12 CARB BOARD CLERK GARCIA: Senator Stern?

13 Dr. Shaheen?

14 CARB BOARD MEMBER SHAHEEN: Here.

15 CARB BOARD CLERK GARCIA: Ms. Takvorian?

16 CARB BOARD MEMBER TAKVORIAN: Here.

17 CARB BOARD CLERK GARCIA: Supervisor Vargas?

18 Chair Randolph?

19 CARB CHAIR RANDOLPH: Here.

20 CARB BOARD CLERK GARCIA: Madam Chair, we have a
21 quorum.

22 CARB CHAIR RANDOLPH: All right. Vice Chair
23 Guardino, please have your clerk call the roll for your
24 commissioners.

25 CTC VICE CHAIR GUARDINO: Thank you, Chair

1 Randolph.

2 Doug, would you mind.

3 CTC CLERK REMEDIOS: Thank you, Vice Chair.

4 Commissioner Bradshaw?

5 Commissioner Cruz?

6 Commissioner Falcon?

7 CTC COMMISSIONER REYES FALCON: Present.

8 CTC CLERK REMEDIOS: Commissioner Grisby?

9 CTC COMMISSIONER GRISBY: Present.

10 CTC CLERK REMEDIOS: Vice Chair Guardino?

11 CTC VICE CHAIR GUARDINO: Present.

12 CTC CLERK REMEDIOS: Commissioner Lugo?

13 CTC COMMISSIONER LUGO: Present.

14 CTC CLERK REMEDIOS: Commissioner Lyou?

15 CTC COMMISSIONER LYOU: Here.

16 CTC CLERK REMEDIOS: Commissioner Martinez?

17 Commissioner Martinez?

18 CTC COMMISSIONER MARTINEZ: Yes, present.

19 CTC CLERK REMEDIOS: Thank you.

20 Commissioner Norton?

21 CTC COMMISSIONER NORTON: Present.

22 CTC CLERK REMEDIOS: Commissioner Tavaglione?

23 Chair Eager?

24 Senator Newman?

25 Assemblymember Friedman?

1 CTC CLERK REMEDIOS: Vice Chair, we have a
2 quorum.

3 CTC VICE CHAIR GUARDINO: Thank you, Douglas.

4 CARB CHAIR RANDOLPH: Director Velasquez, please
5 introduce your team.

6 HCD DIRECTOR VELASQUEZ: Good morning, everyone.

7 Thank you, Chair Randolph. It's a pleasure to be
8 here with you all. I'm Gustavo Velasquez, Director of the
9 Department of Housing and Community Development. And with
10 me, Megan Kirkeby, our Deputy for the Division of Policy
11 Development. Also Sarah Poss, who is the point person for
12 the areas of homelessness, transportation and climate at
13 HCD. And I don't see anyone else.

14 Thank you.

15 Oh, I'm sorry. Annelise, who will be presenting
16 later at this meeting.

17 Thank you.

18 CARB CHAIR RANDOLPH: All right. Thank you.

19 Okay. Housekeeping time. We are conducting
20 today's meeting in person as well as offering remote
21 options for public participation both by phone and in
22 Zoom. Anyone who wishes to testify on an agenda item in
23 person should fill out a request-to-speak card available
24 in the foyer, and turn it into a board assistant prior to
25 the commencement of the item.

1 If you are participating remotely you will raise
2 your hand in Zoom or dial Star 9 if calling in by phone.

3 The clerk will provide further details regarding
4 how public participation will work in a moment.

5 For safety reasons, please note the emergency
6 exit to the rear of the room through the lobby. In the
7 event of a fire alarm, we are required to evacuate this
8 room and immediately exit the building through the front
9 entrance when the all-clear signal is given. When the
10 all-clear signal is given, we will return to the
11 auditorium and resume the hearing.

12 A closed captioning feature is available for
13 those of you joining us in the Zoom environment. In order
14 to turn on subtitles, please look for a button labeled CC
15 at the bottom of the Zoom window as shown in the example
16 on your screen now.

17 I'd like to take the opportunity to remind
18 everyone to speak clearly and from a quiet location
19 whether you are joining us in Zoom or calling in by phone.

20 I will now ask the Board clerk to provide more
21 details on today's procedures.

22 CARB BOARD CLERK GARCIA: Thank you. Good
23 morning, everyone.

24 I will be providing additional information on how
25 public participation will be organized for today's

1 meeting.

2 We will first be calling on any in-person
3 commenters who have turned in a request-to-speak card; and
4 then we will be calling on commenters who are joining us
5 remotely.

6 If you are joining us remotely and wish to make a
7 verbal comment on one of today's items, you must be using
8 Zoom webinar or calling in by telephone. If you are
9 currently watching the webcast on CAL-SPAN but you wish to
10 comment remotely, please register for the Zoom webinar or
11 call in. Information for both can be found on the public
12 agenda for today's meeting.

13 To make a verbal comment we will be using the
14 "raise hand" feature in Zoom. And if you wish to speak on
15 an item, please virtually raise your hand as soon as the
16 item has begun to let us know you wish to speak. To do
17 this, if you are using a computer or tablet, there is a
18 "raise hand" button; and if you are calling in on the
19 telephone, dial Star 9 to raise your hand.

20 Even if you previously indicated which item you
21 wish to speak on when you registered, you must raise your
22 hand at the beginning of the item so that you can be added
23 to the queue.

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

1 first. We will call each commenter by name and will
2 activate each commenter's audio when it is their turn to
3 speak.

4 For those calling in we will identify you by the
5 last three digits of your phone number. We will not show
6 a list of remote commenters. However, we will be
7 announcing the next three or so commenters in the queue so
8 you are ready to testify and know who is coming up next.

9 Please note you will not appear by video during
10 your testimony.

11 I would also like to remind everyone to please
12 state your name for the record before you speak. This is
13 especially important for those calling in by phone.

14 We will have a time limit for each commenter and
15 we'll begin the comment period with a two-minute time
16 limit. During public testimony you will see a timer on
17 the screen. For those calling in by phone we will turn
18 the timer and let you know when you have 30 seconds left
19 and then when your time is up.

20 If you wish to submit written comments today,
21 please visit CARB's Send Us Your Comments page or look at
22 the public agenda on our webpage for links to send these
23 documents electronically.

24 Written comments will be accepted on each item
25 until the Chair -- until the Chair closes the record for

1 that item. If you experience any technical difficulties,
2 please call 805-772-2715 so that an IT person can assist.

3 Thank you. I'll turn the microphone back to
4 Chair Randolph now.

5 CARB CHAIR RANDOLPH: Thank you.

6 To help frame the importance of today's topics on
7 our agenda, I wanted to note that CARB recently released
8 the final 2022 progress report required by Senate Bill
9 150, which describes California's progress towards
10 implementing key regional goals for transportation and
11 housing. More specifically, this SB 150 report measures
12 our progress towards implementing the Sustainable
13 Communities and Climate Protection Act, commonly referred
14 to as SB 375. Despite State planning statutes that
15 encourage better transportation and land-use planning
16 decisions in order to reduce the need to drive, the report
17 finds that Californians are driving more than ever. This
18 leads to more pollution, making it harder for Californians
19 to get where they are going. And these setbacks
20 disproportionately impact BIPOC, low income and
21 underprivileged communities, which are hit hardest by
22 pollution near freeways and by excessive transportation
23 costs. Despite the imperative to address these impacts,
24 the SB 150 report finds that vehicle miles traveled have
25 been going up instead of down. The report identifies a

1 profound gap between planning and implementation.

2 Each region has adopted a sustainable community
3 strategy that would reduce vehicle miles traveled. But
4 these plans are based on assumptions and planned outcomes
5 for development patterns in transportation choices that
6 have not yet fully materialized. We continue to fund
7 VMT-increasing roadway projects and not enough projects
8 that promote transportation choices. And housing is
9 absolutely key. We can't change development patterns
10 without building more housing, and that housing needs to
11 be in the right places, in infill areas supported by a
12 range of transportation choices that reduce the length and
13 number of car trips.

14 As a result the SB 150 report shows that per
15 capita driving continues to go up. Most residents in each
16 region still cannot walk to key destinations. And home
17 construction is not meeting regional housing needs in
18 numbers, types or locations necessary to address the
19 State's climate and housing crises.

20 In particular, the report finds that these
21 low-density, high-vehicle-miles-traveled patterns continue
22 to exacerbate inequity, underinvestment, and limited
23 access particularly for communities of color.

24 The SB 150 report identifies challenges and
25 stakeholder recommendations for potential actions to

1 address them. We discussed this report in a joint meeting
2 when it was a draft, and now that it has been released,
3 we're eager to continue our discussion and understand how
4 all of us can make progress on these issues.

5 Among the report's findings, many stakeholders
6 reiterated a need for better alignment of State
7 transportation funding with California's goals for
8 climate, housing and equity.

9 I'm excited to start today's joint meeting with a
10 discussion of California's Climate Action Plan for
11 Transportation Infrastructure, or CAPTI. Adopted by the
12 State Transportation Agency two years ago, CAPTI sets
13 forth a vision for near-term steps to align California's
14 transportation spending with our climate and equity goals.
15 All three of our agencies, CARB, CTC, and HCD, have a
16 crucial role to play in CAPTI's success. So we look
17 forward to hearing from CalSTA about how CAPTI is being
18 implemented.

19 CAPTI is not the only answer to addressing the SB
20 150 report's findings. An additional work will be needed
21 by our agencies and regional and local governments, the
22 Legislature and the Administration to fully align our
23 programs and policies with State goals and the needs of
24 the public.

25 The discussion about CAPTI will be followed this

1 afternoon by a deeper dive into integrating regional
2 housing planning and transportation planning. We will
3 hear three presentations by HCT -- HCD, by CTC and by the
4 Southern California Association of Governments about how
5 our regional planning processes can better advance
6 multiple objectives for housing, for transportation, and
7 for climate.

8 As we go through today's meetings, this is a
9 wonderful opportunity for all of us to really think
10 critically about these planning processes to identify if
11 and how we can meaningfully coordinate our policies. We
12 want this to be an inclusive and action-oriented
13 discussion to identify concrete next steps we can take
14 together to advance our State goals.

15 Now I'd like to turn it over to Vice Chair
16 Guardino to share his opening remarks.

17 CTC VICE CHAIR GUARDINO: Chair Randolph, thank
18 you. I will readily state how much I look forward to
19 these joint hearings that we have and how much I
20 personally learn from them; and I think I speak for my
21 colleague commissioners when I say that. And seeing all
22 of them nodding vertically - thank you, Commissioner
23 Grisby - I can say that with authority. We just learn so
24 much and we help plan and implement for a better
25 California for all of our residents when we coordinate

1 like this.

2 I'd like to thank everyone in our audience, both
3 remotely as well as in person today, to board members,
4 commissioners, and of course to Director Velasquez and his
5 team for being with us today.

6 Again, as Chair Randolph -- I almost called you
7 Liane, and I want to be more formal than that -- Chair
8 Randolph just said, we're truly delighted to join CARB and
9 HCD once again to discuss our collective works towards a
10 sustainable future and improving the lives of all
11 Californians.

12 Today, we look forward to CalSTA Deputy Secretary
13 Darwin Moosavi's presentation and the progress made with
14 our CAPTI, our Climate Action Plan for Transportation
15 Infrastructure. Darwin, thank you for joining us today.

16 We are pleased to note that this past June the
17 Commission adopted the first cycle of Senate Bill 1
18 funding programs since CAPTI was released. As a result,
19 our program guidelines fully implemented every program's
20 strategy identified in CAPTI. Because of these updates,
21 the programs we adopted in June included many projects
22 that along with providing other transportation benefits
23 will result in reduced vehicle miles traveled, reduced
24 greenhouse gases, improved air quality, and improved zero
25 emissions freight infrastructure.

1 We're pleased to see how the projects we were
2 able to fund evolve from cycle to cycle. And when you
3 compare cycle 3 to previous funding cycles, the
4 differences in the types of investments we are making is
5 incredibly apparent.

6 I'd also like to thank the staff at CARB and HCD
7 for participating in the project evaluation process for
8 our Senate Bill 1 programs to help us review the land use
9 and air quality criteria. We look forward to guidelines
10 updates for the next cycle and to collaboration with our
11 partner agencies as we continue toward achieving our
12 State's vision.

13 On that note, I want to thank Commission staff
14 and Caltrans for their work on the draft 2024 Regional
15 Transportation Plan guidelines that we will present today.
16 The collaboration that our team has conducted with HCD,
17 CARB and other stakeholders is an example of what is
18 needed when leading a large state with complex and varied
19 needs.

20 And I'd also like to recognize and thank Chair
21 Randolph for noting our new executive director at the CTC,
22 Tanisha Taylor. Not only is the Commission but our entire
23 State is blessed by her thoughtful leadership.

24 Tomorrow, Commission staff will release
25 recommendations for the first cycle of the competitive

1 Local Transportation Climate Adaptation Program, also
2 known as LTCAP. The initial programming cycle will
3 provide 296.5 million for the development and
4 implementation of projects that increase climate
5 resiliency of at-risk transportation infrastructure while
6 protecting climate vulnerable communities. The team
7 received applications from across California for projects
8 that address vulnerabilities from natural hazards and that
9 enhance community resiliency. We know this was a great
10 undertaking and want to thank the LTCAP team for all the
11 hard work they put into establishing the program
12 guidelines, reviewing applications, and developing
13 recommendations.

14 On November 9th the draft Senate Bill 1121
15 interim report will be released for a 30-day public
16 comment period. Senate Bill 1121 requires the Commission
17 in consultation with CalSTA and Caltrans to prepare a
18 needs assessment of the cost to operate, maintain, and
19 provide for the necessary future growth of the State and
20 local transportation system for the next decade.

21 Commission staff will continue working with
22 stakeholders through work group meetings and workshops in
23 2023 and '24 as we work toward the complete needs
24 assessment due in 2025.

25 We'd also like to share exciting milestones

1 achieved by the interagency Equity Advisory Committee,
2 also known as the EAC, which advises the Commission,
3 CalSTA, and Caltrans. The EAC is a body of 15 members
4 that makes recommendations on tools and guidelines for
5 transportation and funding programs. The EAC held its
6 first meeting in March of this year, held its second
7 meeting in June, approved its committee charter in
8 September. In November, 2023, members will convene
9 virtually to elect the Committee's first chair and vice
10 chair. In December of 2023, members will meet with
11 commissioners, the Caltrans director, CalSTA's secretary,
12 and Riverside to discuss highlights from the past year and
13 priority focus areas for 2024. And that meeting will be
14 in the morning of Friday, December 8th.

15 Convening members in determining a preliminary
16 governance structure has been a major highlight of 2023
17 and we wanted to take a moment to celebrate and share this
18 with CARB, HCD and members of the public.

19 And if we have any members of our EAC who are
20 here in the audience today, could you please stand so we
21 can thank you and be recognized.

22 (Applause)

23 CTC VICE CHAIR GUARDINO: We deeply appreciate
24 your insights and your leadership.

25 Finally, before I turn it to the next speaker, we

1 want to recognize a new CARB Board Member, Cliff Reacts.

2 Is Cliff here today?

3 CARB CHAIR RANDOLPH: Yes, he's on remote.

4 CTC VICE CHAIR GUARDINO: Oh. Cliff.

5 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you,
6 Carl.

7 CTC VICE CHAIR GUARDINO: Welcome, Board member.

8 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you very
9 much.

10 CTC VICE CHAIR GUARDINO: Once again, we are
11 happy to be here and we look forward to today's
12 discussions. And again, thank you, Chair Randolph, for
13 your leadership for our State.

14 CARB CHAIR RANDOLPH: All right. This whole one
15 mic at a time thing is kind of challenging.

16 (Laughter).

17 CARB CHAIR RANDOLPH: Okay. Next we'll hear
18 opening remarks from HCD Director Gustavo Velasquez.

19 HCD DIRECTOR VELASQUEZ: Thank you, Chair
20 Randolph and Vice Chair Guardino. Thank you for your
21 remarks and for your continued service to the State of
22 California.

23 As we will see again in this meeting, the
24 California Transportation Commission and the Air Resources
25 Board are true partners across so many of our programs at

1 HCD. That is a testament to your steadfast leadership and
2 the hard work of all of you, the staff. And on that note
3 I should say, later in the afternoon I have to step away
4 for a speaking engagement; and our Policy Deputy Megan
5 Kirkeby will be speaking on HCD's behalf.

6 These interagency meetings are a welcome
7 opportunity to accelerate progress on our shared housing,
8 transportation, and climate goals. These three issues are
9 fundamental to the quality of life for all Californians,
10 and it's imperative that we do not stop seeking new ways
11 to enhance the coordination of our efforts.

12 Today HCD staff, represented by Annelise
13 Osterberg, will provide an update on the programs that we
14 have made for California's Housing Future 2040, the next
15 regional housing needs allocation. If you have RHNA in
16 today's conversation, it is in reference to the Regional
17 Housing Needs Allocation. We have to provide the
18 Legislature with recommendations for any changes that we
19 recommend. This is an initiative that we are spearheading
20 with the Governor's Office of Planning and Research to
21 hear from stakeholders across the State on how we can
22 refine the RHNA process. To foreshadow some of what you
23 will hear in the presentation, a couple of the major
24 takeaways we heard was that there is room to improve how
25 HCD accounts for the housing needs of people experiencing

1 homelessness and considers the different needs of people
2 across income levels.

3 Stakeholders also recommend that HCD work with
4 other State agencies to increase RHNA and RTP SCS
5 alignment to improve outcomes. So you will hear more
6 about that during Annelise's presentation this afternoon.
7 And I really hope I can get to hear the presentation on
8 the RTP guidelines update later today from CTC, because it
9 is extremely important -- let me say, they're extremely
10 important on the alignment between RHNA and RTP, the SCS.

11 So at HCD we are always thinking about
12 climate-smart housing. As Chair Randolph say in her
13 opening remarks, locating homes near jobs, transit health
14 care and other essential destinations not only to reduce
15 vehicle miles traveled and emissions, but to promote
16 resiliency and healthy communities as well, really
17 embracing the community development aspect of our moniker.

18 I'd like to share a few updates with you on HCD
19 accomplishments since we last met in April, and give a
20 brief overview of how the recent legislative session will
21 affect housing. Since we last met in April the Governor
22 and the Legislature have given us more tools to address
23 the housing -- the State's housing done. 70 of the 300
24 housing bills introduced this year made it through the
25 Legislature and were signed by Governor Newsom. In fact,

1 I heard earlier this week from the governor's office that
2 Governor Newsom signed more bills on the housing theme
3 than any other policy domain, which is incredible the
4 amount of attention to homelessness and housing that is
5 given by our state elected leaders.

6 Let me say, on housing supply, AB 1449 will help
7 accelerate the development of affordable housing by
8 exempting 30 100-percent affordable housing projects from
9 CEQA. On housing enforcement AB 434 specifically
10 authorizes HCD to enforce multiple housing laws including
11 SB 6 and SB 9. This bill SB 1485 grants HCD and the
12 attorney general the right to intervene in any suit
13 brought to enforce specified housing laws.

14 There are a handful of new laws that will make it
15 easier and more attractive to build ADUs, accessory
16 dwelling units. For example, AB 1033 authorizes cities to
17 allow property owners to sell ADUs separately from their
18 primary residence, which will not only make ADU
19 construction more appealing but will also increase
20 homeownership opportunities for working families because
21 ADUs tend to be more affordable due to their smaller size.

22 There were many surplus land bills signed this
23 year that are intended to support affordable housing
24 developments on unused or under-utilized public lands
25 throughout the state. SB 240 expands the Department of

1 General Services' ability to prioritize the sale, while
2 the State surplus land is doing projects that will house
3 formerly incarcerated individuals. This population
4 experiences widespread housing discrimination. So when
5 implemented, this bill will help boost the supply of
6 housing units made available and accessible for these
7 individuals.

8 SB 240 will also allow certain affordable housing
9 projects on the State surplus land to be developed by
10 right use and, therefore, exempt from the CEQA.

11 Just looking at also some of our accomplishments
12 since we last met in April, on the funding side we awarded
13 \$350 million in the first round of the funding called
14 Regional Early Action Planning Grants Program, or REAP
15 2.0. This was back in July.

16 As you know, HCD administers REAP in partnership
17 with CARB, the Strategic Growth Council, and the
18 Governor's Office of Planning and Research. These awards
19 provide flexible planning and implementation dollars to
20 help regional planning organizations increase housing
21 supplies, choice and affordability, and decrease VMT.

22 In August, also we awarded over \$750 million
23 through the Affordable Housing and Sustainable Communities
24 Program in partnership with the Strategic Growth Council.
25 This investment will create more than 2500 climate

1 friendly homes and eliminate 800,000 metric tons of GHG
2 emissions, the equivalent of removing 178,000 cars from
3 the road for one year.

4 The excess sites team at HCD continues to partner
5 with DGS, the Department of General Services, to implement
6 the excess sites Local Government Matching Grants Program.
7 The result of a 2019 executive order from Governor Newsom,
8 this program fast-tracked 5500 new homes by filling
9 funding gaps that could have delayed construction of
10 affordable housing. Each of the funded projects aligned
11 would share with our shared goals of our three agencies
12 here.

13 Furthermore, we have reached 30 jurisdictions
14 that have earned HCD's prohousing designation by
15 committing to housing policies and practices that move the
16 needle on the State's housing, climate, transit and equity
17 goals. This earns them certain preference in the scoring
18 of select competitive programs including certain CTC and
19 CARB programs, yet another example of where collaborations
20 are yielding real results. HCD has been able to reward
21 about \$33 million in additional planning funds to some of
22 these prohousing jurisdictions through the Prohousing
23 Incentive Pilot Program.

24 So as you can see, all in all we continue to
25 focus on climate smart housing, HCD working hard to ensure

1 that we're developing strategies that will move the State
2 toward full decarbonization of newly constructed
3 residential building and decarbonization of existing -
4 even more important - existing residential buildings. We
5 must consider equity every step of the way, ensuring that
6 the cost of transitioning from gas to electric appliances
7 is not passed down to tenants, what are already across the
8 state extremely rent burdened.

9 So we are working to help communities increase
10 resiliency from wildfire, flooding and extreme heat. And
11 we just -- we're just so pleased to be here again. We are
12 in the spirit of not going it alone. Let us build again
13 new synergies across our agencies so that we can better
14 deliver for the people of California.

15 Thank you.

16 CARB CHAIR RANDOLPH: Thank you. I like the
17 theme of not going it alone.

18 Okay. So our first item today will be a brief
19 update on the progress that the staff of our three
20 agencies have been making in response to previous joint
21 meetings discussions.

22 I invite Dr. Sydney Vergis, who is CARB's Deputy
23 Executive officer of Mobile Sources and Incentives, to
24 provide us with that update.

25 Dr. Vergis.

1 (Thereupon a slide presentation).

2 MSCD DIVISION CHIEF VERGIS: Thank you, Chair.

3 As mentioned, this report describes the work that
4 staff at our three agencies have been doing between joint
5 meetings.

6 --o0o--

7 MSCD DIVISION CHIEF VERGIS: In our last joint
8 meeting on April 6th, we heard a discussion of HCD's work
9 to develop recommendations for improving the State's
10 Regional Housing Need Allocation process. HCD's
11 presentation elicited a robust discussion and public
12 comments at the joint meeting.

13 We concluded the April 6th joint meeting by
14 asking HCD to incorporate the joint body's feedback and
15 public comments into HCD's recommendations for revamping
16 RHNA.

17 Our action item also directs CARB, CTC, and HCD
18 to continue working on aligning RHNA, SCS, and RTP
19 processes.

20 Today HCD will give us an update on that work.

21 --o0o--

22 MSCD DIVISION CHIEF VERGIS: At our previous
23 joint meeting on April 6th, we also talked about
24 California's approaches to roadway pricing, finding that
25 regional strategies for pricing require additional support

1 from the State to be fully implemented.

2 We concluded that joint meeting with directing
3 staff to explore approaches to support regional agencies'
4 pricing strategies with a focus on equity, climate and
5 messaging. Accordingly, CTC has convened stakeholder
6 discussions with local and regional agencies, along with
7 CARB and HCD, focused on operationalizing the feedback we
8 heard from regional agencies at the joint meeting. These
9 discussions will inform the Commission's work of updating
10 the State's toll facility application guidelines and
11 CARB's evaluation of sustainable communities strategies in
12 the future.

13 The April 6 joint meeting also found a need for
14 CARB and CTC staff to participate in the State's roadway
15 pricing working group that is led by CalSTA and Caltrans.
16 Our agencies have engaged this working group, and in June
17 CARB presented and led a discussion on the State's VMT
18 reduction targets in relation to roadway pricing.

19 --o0o--

20 MSCD DIVISION CHIEF VERGIS: Last year we
21 concluded our November 2022 joint meeting by directing
22 staff to encourage the adoption of prohousing policies
23 through transportation and other funding programs.

24 Accordingly, last May CTC added prohousing
25 incentives to the State's Local Transportation Climate

1 Adoption Program, and in July CARB updated two additional
2 funding programs to make funding available to
3 disadvantaged communities to pursue the prohousing
4 designation. Those two programs are CARB's Planning and
5 Capacity Building grants and Sustainable Transportation
6 Equity Project Funding, also known as STEP.

7 Our joint meeting last fall also concluded with
8 asking CARB and HCD staff to collaboratively identify
9 opportunities for HCD's funding programs to further
10 accelerate infill housing production.

11 In response, CARB developed recommendations over
12 the summer to support updated screening criteria for HCD's
13 Excess State Land for Affordable Housing program. The new
14 criteria will be used to review all State-owned property
15 and identify parcels that are potentially viable for
16 affordable housing by July 1st, 2024.

17 As these programs are implemented, staff of our
18 three agencies will continue to coordinate to support the
19 development of infill housing policies that reduce VMT.

20 --o0o--

21 MSCD DIVISION CHIEF VERGIS: At our joint meeting
22 last fall, we also discussed CTCs and CARB's collaborative
23 efforts in the SB 671 assessment. SB 671 directs CTC to
24 consult with CARB, GO-Biz, and the California Energy
25 Commission to identify high priority freight corridors for

1 zero-emission infrastructure. This includes identifying
2 the infrastructure needed to support the development of
3 zero-emission medium- and heavy-duty vehicles, and
4 identifying barriers and potential solutions to the
5 deployment of those vehicles. Once adopted, this clean
6 freight corridor efficiency assessment will inform funding
7 programs administered by CTC, CARB and the Energy
8 Commission to the extent feasible and appropriate.

9 Following robust stakeholder engagement,
10 including with this joint body and public comment period,
11 CTC is preparing to finalize and submit this assessment
12 next month to the California Legislature.

13 This assessment identifies the initial
14 zero-emission charging and hydrogen fueling stations
15 needed to support the fleet as they transition to
16 zero-emission vehicles to comply with the advanced clean
17 trucks and advanced Clean fleet regulations. From there
18 CARB and CTC staff will continue to coordinate to
19 implement the assessment's findings.

20 --o0o--

21 MSCD DIVISION CHIEF VERGIS: Finally, as Chair
22 Randolph mentioned in her opening remarks in June, CARB
23 released our latest SB 150 report. In addition to using
24 metrics for transportation, housing and land-use
25 strategies, the SB 150 report is also informed by input

1 from this joint body, since CARB presented our initial
2 findings for discussion at a previous joint meeting we
3 held in April of 2022.

4 Along with the SB 150 report, CARB has published
5 a data dashboard to our website showcasing over two dozen
6 data-supported metrics that CARB analyzed to inform the
7 report. As users can interact with the dashboard's
8 visualizations to filter data or reveal additional
9 information, we encourage members of the public to visit
10 CARB's data dashboard at the website listed here. We are
11 now in the process of updating the dashboard, and we would
12 like to present the updated data at a meeting next year.

13 As next steps staff at our three agencies will
14 consider approaches to implementing the SB 150 report's
15 recommendations. The SB 150 report, along with CARB's
16 scoping plan, frames much of what CARB intends to pursue
17 to reduce emissions by fostering more sustainable and
18 equitable communities. Some areas for collaboration
19 include:

20 CAPTI implementation;

21 Participation in the State's roadway pricing
22 working group; and

23 CARB's and HCD's ongoing technical consultation
24 with CTC to update SB 1 program guidelines.

25 And now I'll hand it back to Chair Randolph.

1 CARB CHAIR RANDOLPH: All right. Thank you, Dr.
2 Vergis.

3 Next on the agenda is Item Number 2, Draft Annual
4 Progress Report on Implementation of the Climate Action
5 Plan for Transportation Infrastructure, or CAPTI.

6 If you are here with us in the room and wish to
7 comment on this item, please fill out a request-to-speak
8 card as soon as possible and submit to a board assistant.

9 If you are joining us remotely and wish to
10 comment on this item, please click the "raise hand" button
11 or dial Star 9 now.

12 We will first call on in-person commenters
13 followed by remote commenters when we get to the public
14 comment portion of this item.

15 This item includes a presentation from the
16 California State Transportation Agency's Deputy Secretary
17 Darwin Moosavi on the Draft Annual Progress Report on
18 CAPTI Implementation.

19 At our direct meeting last November, we discussed
20 CAPTI's implementation, and there was interest in
21 revisiting it at a future joint meeting.

22 So with CalSTA now developing its second annual
23 progress report, we are excited to revisit this important
24 work. CAPTI is such an essential tool for aligning state
25 transportation funding programs with California's goals

1 for climate, health and equity.

2 CARB is proud to have partnered with CalSTA over
3 the last two years to help develop and implement this
4 action plan, along with our partners at CTC, HCD and other
5 agencies.

6 Today's discussion is an opportunity for us to
7 assess the State's progress with implementing CAPTI so
8 far. It's more than a simple status update. It's an
9 opportunity to apply learnings from our work thus far and
10 explore where do we go from here.

11 For example, we have new information available
12 and goals that did not exist when the plan was developed
13 two years ago, such as California's recent statutory goal
14 of achieving carbon neutrality by 2045.

15 CARB's scoping plan finds that California can
16 only achieve this carbon neutrality goal by reducing
17 vehicle miles traveled per capita to 25 percent below 2019
18 levels by 2030 and 30 percent below 2019 levels by 2045.

19 Given findings in the SB 150 report that per
20 capita VMT continues to rise, these targets will require
21 us to continually evaluate and evolve the State's
22 transportation sector with even greater ambition. CAPTI
23 provides a crucial framework for partnership and
24 collaboration across agencies.

25 I invite Deputy Secretary Moosavi to give the

1 presentation.

2 (Thereupon a slide presentation).

3 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
4 much, Chair Randolph, Vice Chair Guardino, board members,
5 commissioners, director. Really excited to be here. Good
6 morning, everyone.

7 So before I dive into the, you know, presentation
8 I just wanted to start off by, you know, saying what I
9 hope to achieve with this presentation. You know, I think
10 as Chair Randolph mentioned, we do have some pretty large
11 and sometimes overwhelming and daunting challenges in
12 front of us with our climate goals and VMT reduction. We
13 acknowledge how big these challenges -- challenges can be.
14 But my hope is that this presentation on CAPTI in
15 particular, which is a small part but an important part of
16 our work to achieve those goals, shows that with our
17 collaboration, with the partnerships between our agencies,
18 that we can make progress towards them. You know, I think
19 we'll probably hear through today whether, you know, we're
20 making enough progress fast enough, how much more progress
21 we can make, and a discussion along those lines.

22 But I think the important takeaway here is that,
23 you know, even within our administrative bounds without
24 significant new legislation, which is what this effort is
25 really about, we can show that change is possible and that

1 we can move towards these goals.

2 So with that, I want to move into my
3 presentation. And although I have the privilege of being
4 in front of you to give this presentation, there's a lot
5 of folks who've been very involved in this effort and
6 getting it to where it is. So I wanted to start with
7 acknowledgement of those folks.

8 So, you know, first off I wanted to thank Abby
9 Jackson from CalSTA, who's been instrumental in putting
10 the reports -- the progress report together. I also thank
11 the rest of the CalSTA team. And I think it's important
12 to acknowledge all the work that the various State
13 agencies have put into this. As mentioned, this has been
14 a collaborative effort. So thanks to CARB, OPR, SGC for
15 their support roles, and special thanks to the staff at
16 the CTC and Caltrans for really leading the effort in
17 implementation of these actions.

18 And, lastly, I do want to thank all the
19 stakeholders and partners who have been involved in both
20 the conversations that have led to the creation of CAPTI
21 but also the implementation of the actions. There's -- as
22 you'll see, there's 34 specific actions that we've been
23 implementing, each one with its own set of opportunities
24 for engagement. And it's not only a big undertaking for
25 staff but also for all our stakeholders and partners, many

1 of whom are -- research constrained themselves who have
2 engaged through this effort to make sure we're doing this
3 implementation.

4 So with that, I'll go ahead and start the
5 presentation.

6 Next slide please.

7 --o0o--

8 CalSTA DEPUTY SECRETARY MOOSAVI: So for folks
9 who might be newer to this conversation, I want to start
10 with a pretty brief overview of CAPTI. It will be rather
11 brief here, because we have a lot to cover in terms of the
12 actual progress supports and the progress we've made over
13 the last couple of years. But -- next slide.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: The Climate
16 Action Plan for Transportation Infrastructure was borne
17 out of Executive Order N-19-19 in September of 2019,
18 whereas the governor directed CalSTA to leverage state
19 transportation spending to meet state climate change
20 goals.

21 California State agencies, collectively CalSTA,
22 Caltrans, and CTC, play a role in scoping, recommending or
23 selecting projects in over 5 billion dollars of
24 transportation infrastructure funds annually.

25 So this effort -- next slide.

1 --o0o--

2 CalSTA DEPUTY SECRETARY MOOSAVI: -- is aimed at
3 figuring out how we can leverage those dollars to achieve
4 better climate goals. And these are the sets of programs
5 that I'll get into later today that CAPTI really looks at
6 and tries to reenvision within the statutory bounds of how
7 we meet those goals.

8 It's informed to note that CAPTI is in some ways
9 a narrow effort around these specific programs and making
10 sure that we are leveraging the funds that we have more
11 direct influence over to help meet those climate change
12 goals.

13 Next slide, please.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: And so the
16 document that we put together provides a holistic
17 framework for aligning state transportation investments
18 with climate, health and equity goals. So what we mean by
19 the holistic framework is although we have a specific set
20 of actions and strategies, we're at CalSTA really using
21 that framework across all of our work. And I'll provide
22 examples of that later.

23 The plan does include ten specific guiding
24 principles, eight strategies and 34 actions that help
25 bring the vision of the plan into fruition. And this is

1 kind of our initial commitment of action item areas to
2 tackle to implement the framework.

3 Next slide.

4 --o0o--

5 CalSTA DEPUTY SECRETARY MOOSAVI: And give me two
6 more clicks there if you don't mind.

7 So the investment's framework, as I mentioned,
8 has 10 guiding principles. The first three of those are
9 really about the key area of investment we want to focus
10 our funding on. So building towards an integrated
11 statewide -- a rail and transom network investing in
12 networks of safe -- safe and accessible bicycle and
13 pedestrian infrastructure. And ensuring that we are
14 supporting our light-, medium- and heavy-duty
15 zero-emission vehicle transition by providing
16 infrastructure for that transition through our
17 transportation projects. These are elements that we
18 wanted to center in our transportation investments as part
19 of the plan's implementations.

20 Next slide please.

21 --o0o--

22 CalSTA DEPUTY SECRETARY MOOSAVI: And then the
23 next seven items here as part of the guiding principles I
24 view as a little bit of the how and the various elements
25 that we're centering in transportation projects, no matter

1 what type of transportation project they are as we're
2 delivering those projects. So we want to make sure we're
3 strengthening the commitment to social and racial equity
4 by reducing harms and maximizing community benefits. So
5 you'll see later that we've made various changes to
6 processes and how we think about an evaluated project to
7 make changes towards that goal. Making safety
8 improvements to reduce fatalities and severe injuries of
9 all users towards zero. So this is really about shifting
10 our safety mindset to be less about just collision
11 reduction overall but really about the focus on, you know,
12 loss of life and human harm and reducing fatalities and
13 severe injuries on our network.

14 Although this is mainly about emissions
15 reductions, it's important to note that climate change is
16 here and we're facing those impacts. So assessing
17 physical climate risk through our projects, making sure
18 that we're designing for and addressing vulnerable
19 communities that will be impacted by climate change is
20 central here.

21 The next one is an important part of this effort,
22 making sure we're promoting projects that don't increase
23 passenger vehicle travel. Moving towards more innovative
24 ways to think about operation of our state highway system
25 and how we move people more efficiently and effectively on

1 that system. And we'll talk a little bit more about that.

2 And then, you know, acknowledging that we have a
3 major impact on land use, and that land use -- that
4 transportation isn't always just reactive to land use but
5 sometimes ends up enabling or driving various land use.
6 So making sure our projects are promoting compact infill
7 development, while protecting businesses and residents
8 from displacement.

9 And then also the flip side of that, protecting
10 our natural and working lands with the types of
11 transportation projects we put forward, making sure that
12 our projects are not opening up otherwise protected lands
13 or lands we want to protect to development.

14 And then, finally, goods movement is a
15 significant part of this. And there are significant
16 impacts to -- as we know, to various disadvantaged
17 communities around the State of the impacts of that goods
18 movement. So developing a zero-emission freight
19 transportation system as part of our collective effort
20 towards projects is something we centered in this work as
21 well.

22 --o0o--

23 CalSTA DEPUTY SECRETARY MOOSAVI: So moving
24 towards implementation of how we've taken this framework
25 and, through those various programs mentioned earlier,

1 really tried to change our investments and how we do our
2 work at the transportation agencies.

3 If you move to the next slide.

4 --o0o--

5 CalSTA DEPUTY SECRETARY MOOSAVI: You'll see the
6 timeline of our work here. So as mentioned, CAPTI was
7 adopted in July of 2021. We had our first annual report
8 last year, which was really about how we implemented those
9 actions and the work we were doing to implement those
10 actions. And then this progress support, which went
11 public yesterday, is now available on our website, really
12 details the implementation progress from an investment
13 standpoint. We finally have a set of investments that
14 we've made since the adoption of CAPTI where we can see
15 and measure, you know, are we really making change in the
16 way we're spending our money? Is this framework making an
17 impact? So that's really what we'll focus on today.

18 Next slide.

19 --o0o--

20 CalSTA DEPUTY SECRETARY MOOSAVI: So as a
21 reminder, we're implementing this framework in various
22 ways. We're really using it to drive decision making at
23 large. Various agencies are implementing specific action
24 items, as mentioned. And then we want to continually
25 report on and account for the outcomes and basically do

1 studies to look at is our work making an impact and how do
2 we adjust from here?

3 --o0o--

4 CalSTA DEPUTY SECRETARY MOOSAVI: So the annual
5 report, it includes highways for key successes, a
6 discussion of data and metrics, and the status of each
7 action. All that is included in the matrix. I won't be
8 doing an action-by-action account here today. But you can
9 find that in the report itself.

10 What the report does not include is an update to
11 the framework or strategies or new actions or removal of
12 existing actions. So at the very end I'll talk about next
13 steps about where we go from here. But this is really an
14 annual report and a progress report, not a report in which
15 we really evaluate, you know, what to take on next or how
16 to change our approach. This is supposed to inform that
17 conversation and that conversation comes thereafter.

18 Next slide, please.

19 --o0o--

20 CalSTA DEPUTY SECRETARY MOOSAVI: So as
21 mentioned, 34 actions in CAPTI. We're incredibly excited
22 to report that we have -- we're on track to complete all
23 of those actions, all 34 actions, by the end of this
24 fiscal year, which is significantly ahead of schedule. So
25 you may recall that in CAPTI itself, we had what we called

1 short-term and medium-term actions. Short-term actions
2 were listed as to be completed between 1 and 3 years,
3 medium between 3 and 7. This is an account of all actions
4 including medium-term actions. And if we stay on schedule
5 with -- before we hit the 3-year mark we'll be done with
6 all 34. So really want to take a moment to acknowledge
7 all the hard work that's gone in by Caltrans and CTC staff
8 in particular to deliver this work so rapidly and so
9 quickly.

10 (Applause).

11 --o0o--

12 CalSTA DEPUTY SECRETARY MOOSAVI: Next slide.

13 CTC VICE CHAIR GUARDINO: I've heard better
14 applause on a golf course, people.

15 (Laughter).

16 CalSTA DEPUTY SECRETARY MOOSAVI: Well, maybe
17 folks are saving it for the end for one --

18 (Laughter).

19 CalSTA DEPUTY SECRETARY MOOSAVI: One big one.

20 But, you know, despite that implementation, where
21 we really I think see value in whether our work is
22 happening or not is not just in checking the box on "Are
23 we implementing the actions?" as we listed them in a
24 planning document, but what are those actions actually
25 accomplishing. So that's where I want to spend the

1 majority of our time today.

2 --o0o--

3 CalSTA DEPUTY SECRETARY MOOSAVI: So in order to
4 answer that question, CalSTA works with Caltrans to
5 contract a study with the Mineta Transportation Institute
6 to develop a study to measure the outcomes of CAPTI
7 implementation. So this study evaluates projected changes
8 in emissions, economic prosperity and social equity. The
9 study unfortunately is not yet fully complete. It will be
10 released later this winter. But MTI's been gracious
11 enough to work with us to allow our report to have a sneak
12 peek of what their report will say. So we do have some
13 preliminary results that we've put in our report that I'll
14 share here today that are out of the MTI study.

15 The annual report that we've posted on line also
16 includes a full methodology of particularly the VMT
17 methodology of the analysis and how the analysis was
18 conducted. So I won't get deep into the methodology, but
19 I'll cover a little bit of that here today.

20 The preliminary results I mainly have today are
21 on the emissions analysis. I'm not on the economic,
22 prosperity or social equity pieces, but I will highlight
23 those more qualitatively and talk a little bit about the
24 general trend we're seeing there.

25 Next slide, please.

1 --o0o--

2 CalSTA DEPUTY SECRETARY MOOSAVI: So the study
3 that MTI conducted basically took the various
4 transportation investments and broke up the funds into
5 three distinct timelines. One being pre-N-19-19, so
6 before September 2019. These are basically investments
7 that were made before the Newsom Administration, before
8 the executive order investment, so we can generally say
9 we're not at all impacted by CAPTI because that executive
10 order didn't yet exist.

11 Then we have the interim time period post-N-19-19
12 between October 2019 and June 2021. This was the cycle in
13 which CAPTI was being developed. We were making
14 investments during that time frame, but we didn't have a
15 fully adopted -- adopted plan yet.

16 And then we have the latest cycle of investments,
17 the post-CAPTI-adoption investments. These include the
18 investments that have been made since July of 2021. So
19 these are investments that we expect to be very much
20 impacted by the work we've been doing here on CAPTI.

21 Next slide.

22 --o0o--

23 CalSTA DEPUTY SECRETARY MOOSAVI: So I'll talk a
24 little bit about each of these, but just at a high level,
25 what we're seeing in terms of trends is that we're seeing

1 reductions of VMT resulting in GHG reductions across the
2 portfolio of programs in post-CAPTI-adoption frames.

3 So all of those programs that had -- four of the
4 seven programs previously had VMT-increasing elements to
5 them. We've seen a decrease in the amount of VMT
6 generated by all four of those programs. I'll get deeper
7 into that here in a second.

8 On equity, we're seeing through the preliminary
9 analysis that the increased multimodal projects
10 investments are resulting in improved transportation
11 equity outcomes by investing in disadvantaged communities.
12 So there's a correlation between the location of projects
13 that are shifting from VMT increasing to decreasing, with
14 their locations being at disadvantaged communities.
15 That's where the biggest shift is happening.

16 And then from an economic perspective, the
17 analysis mainly Although there are many more economic
18 benefits of this work, the analysis was specifically
19 around jobs, because that's what we can most easily track
20 and was within the scope of what we could analyze during
21 this time. And, you know, despite, you know, I think
22 rhetoric, we've previously heard about potential impacts
23 that we can have by moving away from highway widening
24 construction projects. The analysis shows that we're
25 maintaining the amount of jobs created out of these

1 investments and that there isn't a statistically
2 significant impact on jobs due to our investment. We're
3 really excited to see that as well.

4 --o0o--

5 CalSTA DEPUTY SECRETARY MOOSAVI: So starting
6 with equity, as others including Vice Chair Guardino
7 mentioned, we've done a lot of work here over the last
8 couple of years to center equity in our work. The Equity
9 Advisory Committee that launched earlier this year has
10 already played a role in project analysis and providing
11 input into our various programs, and Caltrans is currently
12 developing an equity index that will also help shape
13 decision making as we move forward here. So really
14 excited about some of those equity initiatives that we
15 have underway, and I think we're already seeing some of
16 that impact here in -- as I mentioned, in that summary
17 analysis.

18 Next slide.

19 --o0o--

20 CalSTA DEPUTY SECRETARY MOOSAVI: Economic
21 benefits as well. So you see some of the job creation
22 tied to the seven programs combined. Those numbers when
23 accounted for per-dollar-spending were maintained between
24 the different cycles.

25 And then we have, you know - though this isn't

1 directly part of CAPTI - CalSTA has made, and in working
2 with Caltrans, a concerted effort around disadvantaged
3 business enterprises and making sure, you know, we're
4 really increasing those opportunities there. And so we're
5 seeing that result here as well as we're looking at our
6 jobs outcomes.

7 Next slide.

8 --o0o--

9 CalSTA DEPUTY SECRETARY MOOSAVI: So the bulk of
10 where we have analysis here to share with you all out of
11 the MTI report is really on the emissions component. So
12 I'll give you a quick overview of how the analysis has
13 done, and then we'll look at some of the numbers here.

14 So the emissions analysis in the MTI report was
15 done using a methodology that was created by MTI for this
16 study. They created what they called VMT rating
17 methodology. And they use various qualitative and
18 quantitative research to assign VMT attributes to
19 different project components. And so this is, you know,
20 not just looking at an overall project and saying this
21 increases VMT or decreases VMT, but looking at the
22 magnitude of VMT generated or reduced per every single
23 component of a project. So there's incredibly detailed
24 analysis. Because the research is so varied depending on
25 project components, the outcomes are not provided in total

1 VMT numbers, but in this VMT rating that shows magnitude
2 to be able to basically compare apples and oranges. So
3 it's very challenging to say, okay, this amount of bike
4 lane provides this exact amount of the VMT reduction, this
5 amount of new highway capacity increases this amount of
6 VMT. But it's a lot easier to use the research and say,
7 okay, this is the amount of magnitude VMT generated or
8 reduced between these two components on average. And so
9 that's where the analysis really focused. We've been able
10 to normalize those VMT ratings by getting a VMT rating
11 per-dollar-spent ratio, so really looking at the kind of
12 VMT kind of cost effectiveness there, which is what I'll
13 be sharing here today.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: So overall,
16 across the programs that previously increased VMT we have
17 seen about a fivefold reduction in VMT being generated in
18 those programs. So pre-CAPTI adoption, the two cycles
19 combined on average had a VMT rating of further
20 methodology of around 6. And then post-CAPTI adoption you
21 see that number jump -- drop down to 1. So, you know,
22 this is still noting of VMT increase across those
23 programs. But the amount of VMT being generated is about
24 one-fifth of what it was prior to CAPTI adoption.

25 Next slide, please.

1 --o0o--

2 CalSTA DEPUTY SECRETARY MOOSAVI: This is a
3 breakdown of the four -- the VMT ratings for the four
4 programs out of the seven that have VMT-increasing
5 projects as eligible costs. So the other three programs,
6 the shop, the Transit MC Rail, Capital Program and the
7 active transportation program don't allow for those types
8 of investments, so they're not included here. But in the
9 programs where they are eligible costs, we're still seeing
10 a significant decrease year over year. So it's important
11 to note that the ITIP numbers here are just for the new
12 projects added to ITIP. So the ITIP some of you are
13 familiar both have what we call carryover projects. So
14 future phases of the existing projects of the analysis
15 here is just about the new projects added per cycle.

16 So -- and the ITIP and the local partnerships
17 program went from VMT increasing to -- VMT increasing to
18 VMT neutral, the solutions for Congested Corridors Program
19 significantly fell to having just a small VMT increase
20 impact. And the Trade Corridor Enhancement Program,
21 which, you know, importantly to note is statutorily for
22 improving freight capacity - so you would expect capacity
23 increasing components there - even still saw a decrease in
24 VMT.

25 --o0o--

1 CalSTA DEPUTY SECRETARY MOOSAVI: So diving into
2 each of these programs specifically, the solutions for
3 Congested Corridors Program, this latest cycle saw 10
4 projects totaling an investment of over half a billion
5 dollars. All 10 of those projects were multimodal. For
6 comparison sake, in cycle 2 or cycle 5 we had four of
7 seven and in cycle 1 we had five of nine projects that
8 were multimodal. So not only is the amount of VMT
9 generated from these projects decreasing, but we're seeing
10 much more of a corridor approach, an approach that really
11 centers transit, active transportation, as well as highway
12 improvement in some cases to provide a much more holistic
13 solution for transportation on that corridor.

14 --o0o--

15 CalSTA DEPUTY SECRETARY MOOSAVI: The Trade
16 Corridor Enhancement Program, as I mentioned, you know, it
17 did see a decrease in -- for VMT cycle to cycle. But I
18 think what's even more important here is I think why that
19 decrease is happening even though we didn't have any
20 change in criteria to the Trade Corridor Enhancement
21 Program specifically around VMT is because these projects
22 are really changing to think about community needs and
23 community impacts a lot more. 40 percent of cycle 3's
24 projects included zero emission investments as part of
25 their Trade Corridor enhancement Program project and about

1 40 percent included active transportation improvements
2 that really addressed the freight impact of the local
3 community and made sure that the local community had
4 access through the freight improvements and around the
5 project. And these impacts I think are significant. I
6 think these numbers for previous cycle -- cycles were very
7 close to zero on both fronts. So this is a new element to
8 this program, thanks to concerted changes by CTC in the
9 guidelines to make sure that these investments are
10 centered.

11 Next slide.

12 --o0o--

13 CalSTA DEPUTY SECRETARY MOOSAVI: The ITIP, as
14 mentioned earlier, the Interregional Transportation
15 Improvement Program, I showed the numbers around what the
16 new projects are doing. This is the overall investment of
17 the ITIP including the carryover projects. So this is a
18 program where we traditionally invest in future phases of
19 legacy projects. Even while doing so you can see a major
20 shift in centering rail investment and for the first time
21 also active transportation investment and the last ITIP.
22 So that's a new development there.

23 Next slide, please.

24 --o0o--

25 CalSTA DEPUTY SECRETARY MOOSAVI: The Local

1 Partnerships Program, as I mentioned, now fully VMT
2 decreasing in the latest cycle. Those investments -- many
3 of those investments are in disadvantaged communities,
4 providing VMT-reducing projects, multimodal projects that
5 bring greater access and benefits to those communities in
6 those places.

7 --o0o--

8 CalSTA DEPUTY SECRETARY MOOSAVI: The Active
9 Transportation Program, although we didn't mention it in
10 the VMT analysis section, saw a major influx of investment
11 overall, both due to the one-time budget influx and the
12 investment in the budget of an additional \$1 billion, as
13 well as a hundred million dollars ongoing due to the IIJA.
14 So it allowed us to spend on a significant increase of
15 actual transportation projects as well as large
16 transformative projects that, you know, really have the
17 ability to change a network and close important gaps that
18 without this level of investment, you know, are really
19 hard to do given their cost.

20 --o0o--

21 CalSTA DEPUTY SECRETARY MOOSAVI: The SHOPP, you
22 know, plays an important role for operations and
23 maintenance through that operations and maintenance. We
24 can think about multimodal operations and we can think
25 about our maintenance projects in the frame of climate

1 change. And that's exactly what Caltrans is doing.
2 You'll see the increase there of the 10-year commitment in
3 complete streets. And then for the first time ever a
4 major commitment in the SHOPP for climate adaptation
5 resilience projects over the next 10 years at a level of
6 \$2.2 billion.

7 --o0o--

8 CalSTA DEPUTY SECRETARY MOOSAVI: The Transit
9 Intercity Rail Capital Program, which focuses on really
10 improving ridership of transit -- you know, transit
11 capital investments, has always had VMT-reducing benefits
12 to it. But we've spent more energy here over the last
13 cycle really focusing on how do we get more support and
14 money to transit agencies focused on their fleet
15 transitions, and we saw a major uptick in agencies really
16 using those funds while supporting ridership increasing
17 projects, also asking for funds for zero-emission vehicles
18 and helping them with that transition.

19 --o0o--

20 CalSTA DEPUTY SECRETARY MOOSAVI: The prohousing
21 incentives that were mentioned earlier were also I think a
22 critical point of this work, and we're really pleased to
23 see the synergies here. I think the strong overlap as you
24 can see here of 8 of 10 solutions for conducting corridors
25 projects and 8 of 11 local partnerships projects being

1 more competitive in their transportation applications due
2 to their prohousing applications as well, shows that these
3 two efforts are really working synergistically and that
4 folks are really leveraging one to achieve the other.
5 They're realizing that their transportation impact and
6 transportation dollars really do require them to take
7 prohousing seriously to be competitive. So we're really
8 excited to see that impact here.

9 --o0o--

10 CalSTA DEPUTY SECRETARY MOOSAVI: And then beyond
11 the investments that are named in CAPTI, as I mentioned,
12 you know, CalSTA's really using this framework more
13 broadly than that, so there's several new programs that
14 have been created that have used this framework as well.
15 So the reconnecting communities, Highways to Boulevards
16 Pilot Program, which was born out of an action in CAPTI,
17 is now a 150-million-dollar pilot program that's really
18 using the framework in its implementation applications and
19 currently under review for that at Caltrans. The Port and
20 Freight Infrastructure Program, which was a one time
21 1.2-billion-dollar investment here on specifically to help
22 with supply chain issues and port issues really had a
23 major focus on environmental justice and on zero-emission
24 transition in a way that may not have been typical for a
25 program like that, pre-CAPTI.

1 And then the Carbon Reduction Program, which is a
2 federal program, that the State component is very much
3 focusing on implementation of managed lands that both fund
4 VMT-reducing projects with those dollars, but also help
5 prioritize the movement of transit on those managed lands
6 is also I think an example of how we can use the CAPTI
7 framework on new programs here.

8 --o0o--

9 CalSTA DEPUTY SECRETARY MOOSAVI: I know that was
10 a lot of information that I wanted to cover here today.
11 But, you know, just wanted to before opening it up, in
12 conclusion, you know, reiterate that I think the trends
13 show that we're moving in the right direction, and that
14 this effort really is only possible because of the
15 collaboration of this body, as well as the other agencies
16 and stakeholder partners that have really been involved.
17 And so I think the collaborative nature of this is not
18 just an added bonus but an essential component for what
19 we've been able to accomplish. And, you know, despite all
20 of that progress we've made as I mentioned on the onset,
21 this is still a -- just one component of all the work
22 needed to meet our goals; and that there's still more work
23 to be done even within this frame in terms of the programs
24 we have here and the work that we've done here.

25 So we do anticipate that these actions will be

1 completed by the next annual report, which means it's a
2 great opportunity to talk about, you know, what comes
3 next.

4 Next slide, please.

5 --o0o--

6 CalSTA DEPUTY SECRETARY MOOSAVI: So with that,
7 looking forward, we really encourage and welcome
8 stakeholders to use this opportunity to tell us where we
9 go from here. We do anticipate an update to strategies
10 and actions through engagement next spring. We've listed
11 some potential themes here. These are just brainstormed
12 themes that CalSTA by staff on areas where we've seen a
13 need for focus. That's not to say that we're constrained
14 by this, but it's meant to be more of a conversation
15 starter of places where we can really think about, you
16 know, how we could do more work in particular places. So
17 welcome a discussion on these topics or others as well.

18 --o0o--

19 CalSTA DEPUTY SECRETARY MOOSAVI: The last slide
20 I have here talks about the fact that it is no longer
21 anticipated. The report did likely post right before this
22 meeting yesterday, so we have that report available
23 publicly now. We're accepting written comment on the
24 draft on -- and our next steps here -- until December 8th
25 with that website listed right up -- or sorry -- that

1 email address listed right up there. And we then
2 anticipate with that public comment to do an update to the
3 draft to put out the final report in January, with public
4 engagement around CAPTI actions and strategies update
5 anticipated in spring of 2024.

6 And with that fairly long presentation - thanks
7 for bearing with me - I'll turn it back to you, Chair.

8 CARB CHAIR RANDOLPH: All right. Thank you.

9 I think what we're going to do is hear from the
10 public first, and then I'll bring it to the Board and
11 Commission for questions and discussion.

12 So those of -- this is a very large dais. So
13 those of you who are in the room who want to speak, we'll
14 do the Legislature strategy of putting your microphone
15 straight up and down. Probably be easy for me to see.
16 Then Vice Chair Guardino will help me call on people.

17 And then for board members and commissioners,
18 raise your hand in zoom and I will -- I have you on my
19 screen, and I will call on you at the appropriate time.

20 But public comment first, which means I turn it
21 over to the Board Clerks to call the -- first, the
22 in-person commenters and then the remote commenters.

23 CARB BOARD CLERK GARCIA: Thank you. Looks like
24 we have seven in-person commenters and 13 commenters in
25 Zoom.

1 So we will start with Will Barrett in the room.

2 WILL BARRETT: Good morning. You can hear me
3 okay, I think. I'm Will Barrett. I'm the National Senior
4 Director for Clean Air Advocacy with the American Lung
5 Association, and it's great to be here with you all. I
6 had not been to this room before. The building, it's
7 beautiful. Congratulations to CARB on the new
8 headquarters.

9 I wanted to say essentially that California needs
10 our VMT reduction strategies to work. We know that the
11 scoping plan set very strong targets for meeting
12 California's climate standards. The State ozone
13 implementation plan calls out the need for VMT reduction
14 to meet health protective national ambient air quality
15 standards. And basically the CAPTI report and Darwin's
16 presentation, it's all -- it's good news. We're excited
17 to see it. We want to continue working with you on
18 updating CAPTI and really building on the success that
19 you've run through.

20 At the same time, we have the SB 150 report that
21 clearly states we're moving in wrong the direction on too
22 many trends; everything from healthy air to VMT reduction
23 to greenhouse gases to equity, moving in the wrong
24 direction. And again, that's despite 15 years or so of
25 implementing SB 375. Serious problems outlined in that

1 report need to be addressed.

2 So I have two recommendations. Expand the CAPTI
3 scope. We need to move beyond the 5 billion discretionary
4 fund into broader transportation spending in California,
5 build on those successes, make sure we're not funding
6 anything that increases pollution or VMT reduction.

7 And then, finally, this body should have a very
8 deep dive on the SB 150 report. We need that really fully
9 vetted by the public. There's been no press release like
10 we saw, you know, yesterday or today on CAPTI. It's not
11 been publicly discussed in a full way. I really
12 appreciate Chair Randolph kicking off the meeting with
13 that discussion. I think it bears more discussion, and
14 look forward to working with all of you.

15 That's my two minutes. Thank you.

16 CARB BOARD CLERK GARCIA: Thank you.

17 Carter Rubin.

18 CARTER RUBIN: Good morning, commissioners and
19 board members and staff. My name is Carter Rubin with the
20 Natural Resources Defense Council. I want to start by
21 expressing appreciation for the progress that we've made
22 in terms of shifting transportation investments towards
23 climate mitigation.

24 I also want to be here to express a need for
25 greater urgency. One of the first slides shared in this

1 last presentation showed that despite the efforts of CAPTI
2 moving the needle in the right direction, the net effect
3 of our investments is still to be increasing vehicle miles
4 traveled. And Executive Order N-19-19 was signed four
5 years ago, calling for alignment of transportation
6 spending with the Scoping Plan. And the Scoping Plan, the
7 current version, calls for a 25 percent reduction in
8 vehicle miles traveled.

9 So where we're at now is we're currently still
10 spending and investing in a way that's increasing VMT, but
11 we need to align investments with the Scoping Plan. So I
12 encourage this body to really grapple with that today and
13 in the upcoming meetings about what more do we need to do
14 in terms of policy and investment strategy to align
15 investments with the scoping plan.

16 And then I want to close with sort of two things
17 to plant -- two seeds to plant. One is we're expecting as
18 many as seven local sales taxes to fund transportation
19 projects in the next three years across the state. This
20 board and agency should be signaling that the State won't
21 fund VMT-increasing projects and won't partner on widening
22 on the state highway system.

23 And, lastly, the Legislature has given powerful
24 tools to transportation agencies to invest in housing
25 creation by funding investments in transit but now support

1 streamlining and upzoning with affordability and job
2 standards near major transit stops.

3 So the CTC now is in the housing game in a very
4 significant way.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you.

7 Thomas Riebs.

8 CTC COMMISSIONER LYOU: Can I ask him a question?

9 CARB CHAIR RANDOLPH: Oh, you wanted to ask the
10 commenter a question?

11 CTC COMMISSIONER LYOU: Yes.

12 CARB CHAIR RANDOLPH: Sorry. I missed that.

13 Go ahead.

14 CTC COMMISSIONER LYOU: Can you get back there,
15 Carter.

16 Because recently in my inbox I received a study
17 that you are co-authored with regard to VMT investments.

18 CARTER RUBIN: Uh-huh.

19 CTC COMMISSIONER LYOU: And I'm just wondering -
20 I know it might be apples and oranges - but when you
21 looked at what Darwin was putting up in terms of those VMT
22 impacts of those investments, do you think that's
23 generally consistent with or at odds with what you found
24 in your study?

25 CARTER RUBIN: I definitely want to spend some

1 more time with staff to understand their methodology. I
2 think there is broadly consistency, which is that there's
3 some shifting of investments away from highway capacity
4 towards VMT-increasing projects, but there's still a lot
5 of investment in VMT-increasing projects. Even coming in
6 decisions after the adoption of CAPTI, after the Executive
7 Order was signed, I'll just highlight the Trade Quarter
8 Enhancement Program in this last cycle still funded over
9 \$400 million in VMT-increasing projects. And to me that
10 scale of investment in VMT-increasing projects is not
11 compatible with the scoping plan goal of 25 percent VMT
12 reduction. We just need every dollar available supporting
13 VMT reduction.

14 CTC COMMISSIONER LYOU: Thank you.

15 CARTER RUBIN: Thank you, Commissioner.

16 THOMAS RIEBS: Good morning. My name is Thomas
17 Riebs. I am the Chief Executive Officer of AXEL. We are
18 an advisory firm. We work with especially European
19 technology in transportation.

20 Chair Randolph, Vice Chair Guardino, thank you
21 for your work here.

22 I'd like to recognize the transformational power
23 of CARB and the possibilities. And I appreciate Chair
24 Randolph's comments about new information being available.
25 And I'd like to mention the fact that in the UK tire dust

1 pollution is actually a larger problem than tailpipe
2 emissions now. And that is thanks in no small part to the
3 work decades ago that CARB spearheaded of course of
4 reducing emissions.

5 What I would like to bring to this table is
6 tires. So as we look at zero-emission transportation I
7 feel often the conversation is focused on tailpipe
8 emissions, but tires and tire dust emissions are a
9 significant problem and there are now solutions to it.
10 We'd like to explore possibilities of how to get this
11 information in the right hands particularly in working
12 with CARB but with CTC, and anyone else who's interested
13 in this.

14 I'll cede the rest of my two-minutes time.
15 That's all I have to say today.

16 Thanks much.

17 CARB BOARD CLERK GARCIA: Thank you.

18 Jamie Pew.

19 JAMIE PEW: Good morning. My name is Jamie Pew.
20 I'm a policy advisor of NextGen California.

21 For starters I just wanted to applaud CalSTA and
22 everyone involved for the work that they've been doing
23 implementing CAPTI and making genuine progress towards
24 aligning our State's transportation planning processes
25 with our climate goals. Thank you.

1 I'm also here to voice our strong encouragement
2 to increase the ambition of these efforts going forward.
3 As an organization, NextGen has serious concerns regarding
4 the viability of the State's pathway to achieving our
5 climate goals under the current status quo of
6 transportation infrastructure spending.

7 Now, that status quo is not working for most
8 Californians. Commute times are out of control. Traffic
9 violence is a leading cause of death in children next to
10 guns. And gas prices are really paralyzing household
11 budgets for families that really don't have better options
12 for getting around.

13 Decades of research tells us that highway
14 expansions only serve to entrench this congested,
15 dangerous, unaffordable status quo. And also that these
16 expansions are the primary reasons that the State has made
17 negative progress on our VMT goals. As we saw in the
18 presentation just now, too much funding still goes towards
19 highway expansions. We can't continue to widen highways
20 and expect to meet our climate goals.

21 So the Scoping Plan, the SB 150 report are very
22 clear on this point. And given the immense challenge that
23 spending on highway expansion poses to our State's
24 climate, equity, and safety goals, we request that this
25 body takes up the issue of spending on highway expansions

1 at a future joint meeting.

2 Thank you.

3 CARB BOARD CLERK GARCIA: Thank you.

4 Eli Lipmen.

5 MR. LIPMEN: Hello. I'm Eli Lipmen representing
6 Move LA. This is great news to hear about the CAPTI
7 report, and appreciate all the work of Darwin and the
8 CalSTA staff, as well as the CARB staff who's been meeting
9 with us regularly about VMT reduction strategies.

10 But the NextGen report really outlines the stark
11 reality that, quote, car tailpipes alone produce more
12 planet heating gases in our state than every power plant
13 in the entire building sector combined. And even if
14 California achieves its difficult and ambitious vehicle
15 electrification goals, it will not be enough to meet the
16 carbon reduction targets the State has set for itself.

17 And this is really what the NRDC report said too,
18 is that we are investing far below what is necessary to
19 achieve CARB's own goal of 25 percent reductions. And
20 many of the reductions -- recommendations made by CARB or
21 Caltrans and CAPTI will not be enough to do it in this
22 decade by 2030. So we need a really dynamic document of
23 CAPTI and we need to be flexing more State and federal
24 dollars, to be spending at least 50 percent on public
25 transportation.

1 And then we have revelations from the
2 whistleblower at Caltrans, Jeanie Ward Waller, on the I-80
3 widening. We are simultaneously digging the hole out of
4 this situation with our right hand while filling it up
5 again with our left hand.

6 So we're asking that the next joint meeting be
7 solely about VMT reductions and accountability to our
8 climate targets and request that Caltrans be present to
9 address concerns. We had over 100 organizations within
10 California across the country calling for a moratorium on
11 highway widening until there's an Audit of the Shop
12 Program. It's as if there was a crash on the freeway and
13 instead of stopping to render care, we are just driving to
14 continue business as usual.

15 We've been promoting the idea of VMT reduction
16 strategies in LA. It's had huge benefits. We have a
17 Student Go Pass Program that's seen 25 million student
18 rides in two years, reducing VMT and creating the next
19 generation of riders. But we need something bigger. We
20 need an executive director on VMT from the governor and a
21 statewide campaign, similar to our campaign to reduce
22 water usage and power usage, get California to drive less.

23 Thank you.

24 CARB BOARD CLERK GARCIA: Thank you.

25 Wes Reutimann.

1 WES REUTIMANN: I've got this to put up.

2 Good morning, commissioners. Wes Reutimann with
3 Active San Gabriel Valley. I'd like to thank staff again
4 for their efforts to date as well of this comprehensive
5 overview.

6 As you know, our climate goals hinge on the
7 transportation sector and we are not on track. However,
8 arguably more importantly, our health goals and the health
9 of our families and communities also are tied inextricably
10 to our ability to reduce vehicle trips and increase
11 transit and active transportation trips.

12 Staff's presentation notes a significant in
13 multimodal trips. On the surface this is laudable. But
14 if you scratch the surface and look closer, it's less so.
15 A 300-million auxiliary lane project, or also known as a
16 highway-widening project, that includes high visibility
17 crosswalks and a bike lane to nowhere is not getting us
18 towards our goal. This is nothing more than checking a
19 box. These veiled widening projects continue to
20 perpetuate harms on the most pollution burdened
21 communities in California, including many of the
22 communities we serve in the central San Gabriel Valley.
23 And if you step back and look at our overall budget, we
24 overwhelmingly remain stuck in the status quo. Even the
25 active transportation program only averages about

1 \$125,000,000 a year. In our service area of 2.3 million
2 Californians, that ends up resulting in about 1 or 2
3 projects being funded every cycle.

4 And most cities in our region have even given up
5 on the program because it's far too time intensive and
6 there's far too much interest. At the same time we've
7 never community support for local projects to improve
8 safety, make our streets and neighborhoods more walkable
9 and transit friendly. As a state we have this tremendous
10 opportunity to invest in the health of our communities and
11 flex funds. We can reduce diabetes and hypertension,
12 reduce heart disease, reduce obesity rates, increase job
13 creations through more smaller projects.

14 So active SGV really urges you as state leaders
15 to address this inherent conflict. We are at a crossroads
16 and time is not on our side. Please.

17 CARB BOARD CLERK GARCIA: Thank you.

18 Moiz Mir.

19 MOIZ MIR: Good morning. My name is Moiz. I'm
20 here today on behalf Climate Plan. We convene and our
21 work of dozens of advocates, nonprofits and
22 community-based organizations across the state that work
23 in statewide, regional and even local context.

24 Really around this issue of climate, public
25 health, and equity through transportation and how we

1 achieve those goals. We've been especially interested and
2 engaged with the CAPTI process, having last year run AB
3 2438 to codify CAPTI in implementation and transportation
4 spending. And coming out of the State Legislature, the
5 governor's veto comes a clear message that CAPTI is a
6 living document. And so we're glad to hear that there are
7 anticipated updates to revisit in the coming spring
8 engagement process.

9 But of particular concern to us, and when we talk
10 about implementation, I notice in the presentation the
11 implementation approach begins with framework decision
12 making, and appreciate the progress that has been made on
13 paper. But to say that CAPTI is nearly complete by the
14 end of fiscal year 2024 is frankly misleading. CalSTA's
15 decision-making phase may be. But the SB 150 report
16 clearly states that vehicle miles traveled are increasing
17 all across California, increasing, going backwards across
18 the state. And so acknowledge that there's clearly more
19 work here to do.

20 We can't have a conversation about implementation
21 without addressing the elephant that's not in the room,
22 discussing the situation with Caltrans. There needs to be
23 an opportunity for public process to hold Caltrans
24 accountable. When they're not authentically engaged in
25 this process, that's a disservice to all of us as the

1 public and you working on this work, it undermines that
2 work being done here today.

3 And with that I close, only ask that the next
4 joint meeting focus and really dig into this issue of
5 accountability to VMT reduction and implementation.

6 Thank you.

7 CARB BOARD CLERK GARCIA: Thank you.

8 And now we will hear from our commenters in Zoom.
9 And the first few commenters will be Steven Gelb, Jack
10 Shu, Ivanka Saunders, Jan Warren, Sarah Greenwald and
11 Michelle Pierce.

12 So, Steven, I've activated your microphone.
13 Please unmute, and you can begin.

14 STEVEN GELB: Good morning, and thank you for
15 this opportunity to speak with you. I'm Steve Gelb with
16 San Diego 350.

17 I feel compelled to speak today because I was
18 shaken by two recent studies: One by NextGen and the
19 other by National Resources Defense Council.

20 The document, the Urgent Need to Change
21 California's Transportation Spending Priorities. My
22 organization has been focused on expanding transit and
23 active transportation but we missed the elephant in the
24 room. The NRDC study showed that billions are committed
25 to projects that increase VMT as well as pollution; or

1 have no effect on VMT but fail to advance climate goals.
2 Less than one-fifth of spending goes to projects that
3 would reduce VMT.

4 The priorities are skewed. With 80 percent of
5 funds increasing VMT and pollution, we're doing nothing to
6 address the climate crisis. Expanding roads increases VMT
7 to a new higher level that mitigation strategies won't
8 reverse. And the congestion relief provided by expansions
9 is short term. It's well documented that new road
10 capacity brings new vehicles and the rebound in
11 congestion. Road expansion is the major obstacle standing
12 in the way of the State reaching its climate goals. We're
13 quickly running out of time to pivot from the status quo.
14 And further delays in aligning transportation spending
15 with climate goals will assure that we failed to meet
16 those goals.

17 The most important step California can take at
18 this moment is to eliminate funding for VMT-increasing
19 projects. Other states have committed to this and
20 California should join them.

21 Thank you.

22 CARB BOARD CLERK GARCIA: Thank you.

23 Jack Shu.

24 I've activated your microphone. Please unmute
25 and begin.

1 JACK SHU: Hello. My name is Jack Shu with --
2 I'm a city council member here in the city of La Mesa.

3 And I have several things to say today. One is
4 solely to thank this joint meeting. I think we've come a
5 long ways in the last five years of bringing housing,
6 transportation and air quality all together in one
7 meeting.

8 I also want to thank Chair Randolph for stating
9 our current targets for VMT reduction, which equates to
10 3.5 percent reduction of VMT per year starting this year.
11 That's what we need to do, and that's what we need to work
12 with with all of our agencies, and as we go forward
13 policy. Which means asking every politician, every
14 elected leader and every planning agency, what are you
15 doing to reduce VMT this year?

16 I know there's delay in terms of projects,
17 funding, and if it actually happen on the ground. But we
18 can wait. For every year that we wait, we just make it
19 worse and -- for future generations.

20 And unfortunately my transportation agency --
21 regional transportation agency, SANDAG, just forwarded to
22 CARB a amendment to a current transportation plan to go
23 from 21 percent re -- of greenhouse gas reductions by 2035
24 to 18.6. Simply going the wrong direction.

25 CARB, Caltrans, all the State agencies need to

1 make a clearer message. The new goal and the new goal
2 that all transportation agencies must abide by is a
3 reduction of 25 percent by 2030, and not go in the wrong
4 direction. We need to implement those goals now. We
5 cannot delay any further. That's what we need to go
6 forward with.

7 Thank you so much for listening to me. And I
8 hope we can implement these goals immediately with a
9 variety of methods.

10 Thank you.

11 CARB BOARD CLERK GARCIA: Thank you.

12 Ivanka, I've activated your microphone. Please
13 unmute and begin.

14 IVANKA SAUNDERS: Thank you. My name is Ivanka
15 Saunders with Leadership Counsel for justice and
16 Accountability. We ask that you order a moratorium on
17 highway and interchange expansions. Truly environmental
18 justice -- true environmentally just practices must be
19 included in the future planning of California
20 transportation and housing efforts.

21 We have heard that CAPTI is supposed to be a
22 living document that creates and implements the vision of
23 climate practices that will help California reach its
24 goals of reducing pollution with more sustainable and
25 equitable transportation planning. However, the

1 historical practices of Caltrans ruining communities of
2 color by running freeway expansions right through them is
3 still happening right now. In Fresno local government
4 agencies believe that the only path forward for a thriving
5 economic future for the Central Valley is by e-commerce
6 logistics and massive distribution facilities. And
7 regardless of the inclusive and equitable policies that
8 these three State departments represented here today may
9 say they are standing behind, it is not being implemented
10 nor supported at the local level.

11 In south Fresno, a region that is so pollution
12 burdened that they rank in the top 1 percent of the
13 CalEnviroScreen, that it has been not granted one but two,
14 both AB 617 community air protection grant and
15 transformative climate community grant, to help local
16 agencies rectify their racist land use practices. And yet
17 the pattern of perpetuating industrial zoning uses in low
18 income communities of color continues as the Caltrans
19 plans its projects to expand the interchanges of North and
20 American avenues to facilitate the increase of heavy-duty
21 traffic for the expansion of yet more industrial
22 development distribution and warehouses. The Caltrans
23 Draft EIR had the audacity not even to be -- (inaudible).

24 CARB BOARD CLERK GARCIA: That concludes your
25 time. Thank you.

1 Jan Warren, we've activated your microphone.
2 Please unmute and begin.

3 JAN WARREN: Good morning. Jan Warren. I live
4 in Walnut Creek in the Bay Area. I want to thank all the
5 speakers today and support the comments about the highway
6 expansions, the -- and -- or we need to move the money
7 from those expansions. And of course we have road rage
8 already, and so we have to substitute alternatives for
9 people if we're trying to do that, or it doesn't solve any
10 problems.

11 I was curious because I heard you all talk about
12 the vehicle miles traveled is increasing. But I heard in
13 the summary slide on emissions that the reductions of the
14 vehicle miles, the GHG, were going down. So sounds like
15 we need an education piece on the people who are buying EV
16 cars who think they can just drive all the time with no
17 impact. And we know from the tire speaker that that's not
18 true.

19 And I have a question or a comment having to do
20 with appreciate these meetings where you have the three
21 agencies together. Living in Walnut Creek four years ago,
22 we -- our city set aside \$8 million for an affordable
23 housing project on our main street that would be a hundred
24 percent affordable. We tied it to transit funds, which
25 gave us extra money because of its location, and

1 walkability to our BART. But unfortunately, every time
2 our Affordable Housing Agency tried to get funding, they
3 were changing the rules and it's been four years. And,
4 you know, we gave them one extension, but we haven't been
5 able to build this housing. I don't know about the
6 coordination that you're talking about between housing and
7 transportation. But we need some more help here.
8 Otherwise you're going to have to let it go.

9 Thanks.

10 CARB BOARD CLERK GARCIA: Thank you.

11 Sarah Greenwald. I've activated your microphone.
12 Please unmute and begin.

13 SARAH GREENWALD: Hello. Thank you for having
14 me. We know what the problem is here. The CARB Scoping
15 Plan says we need to cut down our driving to meet State
16 climate commitments. Transportation is the largest
17 contributor to greenhouse gas emissions and climate change
18 in California. Traffic injuries and the chronic diseases
19 linked to physical inactivity and air pollution are the
20 leading cause of premature deaths in California.
21 Increasing VMT, that means increasing sprawl development
22 and the cost of transportation. And a significant number
23 of Californians are paying more for transportation than
24 for housing.

25 And yet California state agencies have allocated

1 only about 18, 19 percent of available funds towards
2 things like buses, mass transit, regional rail, and also
3 bike lanes, sidewalks. That's less than 20 percent. The
4 remaining more than 80 percent goes to maintaining and
5 expanding the current system of roads and highways, and
6 those contribute to climate pollution. And also unhealthy
7 air, urban sprawl, endemic traffic fatalities, as I
8 mentioned. That's 80 percent, our most polluting sector.

9 So we really -- I understand, but we need to
10 start pulling our legs out of this quicksand. So I'd like
11 you to please show you're serious about making a start by
12 convening a follow-up discussion on the State highway
13 spending and our climate goals.

14 So thank you. I'll cede the rest of my time to
15 Ms. Pierce.

16 CARB BOARD CLERK GARCIA: Thank you.

17 Michelle, I've activated your microphone. Please
18 unmute and begin.

19 MICHELLE PIERCE: Hi. My name is Michelle Pierce
20 and I live in Southern California.

21 Equity is a key component to successful
22 implementation of a carbon neutral future. And this
23 includes equitable access to zero emission vehicles and
24 public transportation and also equitable access to EV
25 charging. The programs offered through State funding is

1 very helpful, but actual implementation is not being
2 conducted with equity goals in mind.

3 Companies who win contracts need to demonstrate
4 that equity is more than just words but they're actual
5 action. As an EV driver who depends on public EV drive --
6 as an EV driver who depends on public charging to get
7 around, I witness great examples of grant money focusing
8 on equity. But those are fewer than what the -- the
9 actual taxpayer funded charging. Like there's more of the
10 ones that aren't equitable. They build these chargers and
11 never follow up to make sure they're working. Or they
12 charge so much money that equivalent -- the fees are
13 equivalent to more than the cost of gasoline.

14 Please start thinking of ways to ensure that
15 companies who get grant money have equity as part of their
16 everyday business practices, not just words or from their
17 grant application. Or realize that improvement in any
18 area requires measurements and data. But please also look
19 beyond the data to the people who are affected by the
20 results.

21 Too many decisions are being made by people who
22 have no experience with driving EVs. For example, if a
23 State agency has EVs as pool cars -- who have pool cars as
24 EVs, sorry, but they are not being used, actually listen
25 to the reasons why the employees are not using them.

1 Continuous education is required, plus there are software
2 updates being ignored. Those need to be addressed. No
3 one wants to drive a car that has software issues.

4 Thank you.

5 CARB BOARD CLERK GARCIA: Thank you.

6 So next we'll hear from Natalie Delgado, Carter
7 Lavin, Chance Boreczky, Paul Bickmore, Nailah Pope-Harden,
8 and Ben Keller.

9 So, Natalie, I've activated your microphone.
10 Please unmute and begin.

11 NATALIE DELGADO: Hi. My name is Natalie Delgado
12 and I'm a policy advocate in Fresno city for Leadership
13 Counsel for Justice and Accountability. I am here today
14 to ask for a moratorium on all highway and interchange
15 expansions and equitable planning practices that elevate
16 the voices of the marginalized communities voices and
17 transportation decisions.

18 The Climate Action Plan for Transportation
19 Infrastructure focuses on how the State will invest
20 discretionary transportation funds and sustainable
21 infrastructure projects that align with its climate help
22 and social equity goals. However, a report from NRDC from
23 a 80 percent of the State's transportation funds are going
24 to maintain or expand our highest polluting sector.

25 If CAPTI is specifically targeting greenhouse gas

1 emissions and transportation which account for more than
2 40 percent of all polluting emissions, why is Caltrans
3 pursuing the highway expansion project within south
4 central Fresno, one of the most polluted cities within the
5 state? The federal, state and local governments allowed
6 funding and approval of the 99 Highway interchange
7 expansion within central Fresno without adequately
8 analyzing the environmental impacts an expansion would
9 bring to the surrounding communities who are already
10 suffering from high rates of respiratory and
11 cardiovascular illnesses, contaminated wells and poor
12 public infrastructure. Residents fear for the safety and
13 longevity of their health, homes and families, as
14 increasing industrial development continues to bring in
15 more heavy-duty truck traffic, an issue that will further
16 be exacerbated by Caltrans project to widen interchanges.
17 Even after so many highway expansions across the state,
18 highway widening never relieves traffic congestion.

19 Caltrans has failed to protect environmental
20 quality and promote environmental justice despite its
21 commitment to equity. A statement is not enough,
22 especially if it's used in -- it needs to be used in
23 practice.

24 Caltrans continues its legacy of placing new
25 interchanges in disadvantaged communities and putting the

1 health of black and brown low-income communities at risk
2 in favor of industrial development and...

3 CARB BOARD CLERK GARCIA: Thank you.

4 Carter, I've activated your microphone. Please
5 unmute and begin.

6 CARTER LAVIN: Hi. Great. I believe folks can
7 hear me. My name is Carter Lavin. I'm with the Trans Bay
8 Coalition in Oakland, California. We advocate on issues
9 across the Bay Area on transit issues.

10 I'm joining many of the other folks here to
11 call -- not just for a moratorium on highway expansion but
12 frankly highway spending. Every dollar spent on car-base
13 infrastructure, regardless of how that car is fueled, is
14 climate arson; is money that is going to hurt our
15 communities, our public health, both in terms of our lungs
16 and respiratory illnesses. It's also literally killing
17 people, like literally in the literal physical impact as
18 cars hit folks.

19 We -- it was great hearing about the freight
20 investments. We need a lot more freight to get a lot of
21 trucks off the roads. And also as people have been
22 saying, Caltrans is frankly acting as a rogue agency. It
23 needs to be reeled in. I think it is way past time for
24 Caltrans to have to devolve control of their kind of like
25 local highways, things like San Pablo Avenue in Oakland

1 and Berkeley, like two of the respective communities
2 they're in. I think Caltrans is showing they are up for
3 stuff, and so I encourage CARB to really push, much like
4 how CARB has had a lot of success on the electricity side
5 of things, cleaning up -- you know, forcing PG&E to clean
6 up its act if they -- we need to recognize that Caltrans
7 is just, you know, a PG&E with cars rather than that. And
8 so hold them accountable.

9 Thank you so much.

10 CARB BOARD CLERK GARCIA: Thank you.

11 Chance, I've activated your microphone. Please
12 unmute and begin.

13 CHANCE BORECZKY: Okay. I hope I'm audible all
14 right. Good morning, commissioners. My name's Chance
15 Boreczky. I'm here representing East Bay for Everyone.
16 And I do want to take a moment to recognize all of the
17 excellent work that went into the preparation of the
18 progress report. You know, it's really fantastic stuff.
19 But at the end of the day - and I do want to be extremely
20 blunt about this - the elephant in the room - it's not
21 representative of the room here - is Caltrans. And we're
22 not going to be able to achieve those VMT goals or really
23 any of the State's climate goals until Caltrans stops
24 subverting legislative intent and public will to build and
25 expand more highways. It's as simple as that.

1 Honestly, some of their decision making is quite
2 farcical and shows that they have no concern whatsoever
3 with public input or with their reputation as an agency.
4 And that include things like - I don't believe I heard it
5 mention by another commenter - you know, diverting shop
6 funding that's intended to pay for freeway maintenance and
7 operations into freeway widening projects under the excuse
8 that, you know, having auxiliary lanes is for operations
9 and safety rather than, you know, a back-door way to widen
10 and expand freeways.

11 And I've -- you know, I want to join the call to
12 enact a moratorium on new highway expansion until proper
13 audits can be conducted and until, you know, Caltrans can
14 be forced to bring its spending priorities in line with
15 the State's actual climate goals and not, you know, its
16 own -- what appear to be its own entirely internal
17 prerogatives. And, frankly, at a time like this, with
18 Caltrans -- the public image of Caltrans being what it is,
19 it's shocking that they're continuing to act in this way.
20 But at the end of the day, it's got to stop if we want to
21 hit our VMT goals, if we want to hit our climate goals, if
22 we want to make a difference to the future of transit and
23 of transportation in the State.

24 Thank you very much.

25 CARB BOARD CLERK GARCIA: Thank you.

1 Paul, I've activated your microphone. Please
2 unmute and begin.

3 PAUL BICKMORE: Hi. My name's Paul Bickmore. I
4 also volunteer with East Bay for Everyone.

5 We know that increasing road capacity only
6 increases VMT, with no benefit to alleviating traffic
7 congestion. And all this money that we spend on it,
8 all -- in essence, all we get from it is more particulate
9 matter, more carbon pollution, and expansion of
10 communities that, you know, it's a subsidization of
11 sprawling communities that generally have difficulty
12 funding their own infrastructure costs given how disperse
13 they are. So we don't really get anything out of it. All
14 we get is a downside. There's no benefits to congestion.
15 We need to be focusing on going forward on reducing VMT
16 and ending the expansion and spending on our road
17 capacity, which we know does not work.

18 Thank you very much.

19 CARB BOARD CLERK GARCIA: Thank you.

20 Nailah, I have activated your microphone. Please
21 unmute and begin.

22 NAILAH POPE-HARDEN: Hello, everyone. Nailah
23 Pope-Harden, the executive director of ClimatePlan and
24 also a member of the Equity Advisory Committee.

25 I want to first support comments made by my

1 colleagues demanding -- or asking for a moratorium on
2 highway widening; and also that this body, the joint
3 meeting, at the next joint meeting takes up VMT reductions
4 and the allegations against Caltrans pretty seriously.

5 What I want to talk about though is justice and
6 equity, and the three prongs of justice and equity, which
7 first is process. When CAPTI was being developed it was a
8 great process, two years of intentional stakeholder
9 feedback, an engagement which ClimatePlan and many of our
10 network members engaged in. The process was great and
11 felt -- made a lot of us feel really hopeful.

12 The outcome and final CAPTI product was something
13 that other states are aspiring to achieve themselves. It
14 is something that is not perfect; did not go far enough.
15 But if implemented, would really move transportation and
16 housing spending and the way that we think about climate,
17 equity, and housing altogether.

18 So in terms of the three prongs of justice, the
19 first two CAPTI checked all the boxes. The third prong of
20 justice and equity though is a sense of justice. Does it
21 feel right? And as I sit here and listen to this report
22 that says by the end of next year all of the initial
23 actions of CAPTI are completed, doesn't feel right and
24 should not feel right with anybody, especially given the
25 allegations of Jeanie Ward Waller against Caltrans of

1 highway widening and the SB 150 report. It feels
2 disingenuous and undermines the trust built in the CAPTI
3 process to be having this meeting devoid, as everyone has
4 said, the elephant not in the room.

5 So I look forward and hopeful about future
6 iterations for CAPTI and hope that everyone at the dais
7 joins me and the other advocates in ensuring that CAPTI in
8 the future actually feels like it's making the impact and
9 not just checking the box.

10 CARB BOARD CLERK GARCIA: Thank you.

11 And after Ben we'll hear from Sophia Rafikova,
12 Marc Vukchevich, a phone number ending in 234, a phone
13 number ending in 130, Edith Rico, and Matt Maloney.

14 So, Ben, I've activated your microphone. Please
15 unmute and begin.

16 BEN KELLER: Thank you. And thank you,
17 commissioners, for your time. My name is Ben Keller. I'm
18 a volunteer with 350 Bay Area.

19 If we think about sort of parallel in the energy
20 sector, imagine if after SB 100 was passed mandating a
21 transition to 100 percent clean energy, you know, the
22 State's regulators convenes and came up with a plan to
23 continue building coal plants but to start putting solar
24 panels on their roofs. And we'll call that the Climate
25 Action Plan for Energy Infrastructure. Of course if this

1 had been done in the energy sector, these folks would have
2 been laughed out of the room. They would rightly been
3 subject to ridicule.

4 But that seems to me to be effectively the
5 approach that the State is taking in terms of reducing VMT
6 in order to meet our climate goals.

7 I find it infuriating that my tax dollars are
8 continuing to go towards harmful highway widening
9 projects, particularly if it's the case that that's being
10 done through duplicity at CalTrans where projects that are
11 ostensibly maintenance are actually widening highways.
12 And I would urge the commission, as has been heard by
13 other commenters, to convene a future meeting that is
14 explicitly and specifically focused on discussing State
15 highway spending and how it relates to our climate goals.

16 Thank you. I yield the remainder of my time.

17 CARB BOARD CLERK GARCIA: Thank you.

18 Sophia, I've activated your microphone. Please
19 unmute and begin.

20 SOPHIA RAFIKOVA: Yes. Good morning,
21 commissioners, board members and directors. I'm Sophia
22 Rafikova, policy advocate with the Coalition for Clean
23 Air.

24 We are concerned about recent Caltrans actions in
25 misappropriating road maintenance funds to be spent on

1 highway widenings and demoting staff who bring up these
2 concerns. These actions threaten to undermine all of the
3 great work California is doing on combating climate
4 change, and we ask that the next joint meeting includes an
5 agenda item to discuss how to better align our
6 transportation spending climate efforts.

7 California doesn't have much time left to address
8 the climate crisis. Each year our state experiences an
9 increase in heat waves, droughts, floods, wildfires,
10 rising sea levels, and air pollution. Extreme heat events
11 and smog and particle pollution have already resulted in
12 premature deaths of Californians, and these impacts will
13 become more severe as GHG emissions continue to rise.
14 Despite the strong progress being made to implement CAPTI
15 and align our transportation and climate work, the SB 150
16 progress report still found that GHG emissions and vehicle
17 miles traveled have increased in most California regions
18 in the last four years. At the same time lay miles have
19 also increased by 5.4 percent. It is clear that
20 Californians over-reliance on highway widenings is
21 hindering any progress the State makes on adjusting
22 climate change. A recent report by the NRDC found that
23 only 18 -- 19 percent of State's transportation projects
24 resulted in the reduction of VMT. The rest of the
25 18.2-billion-dollar budget is spent on maintaining the

1 status quo or actively worsening the problem.

2 At the same time a report by NextGen Policy found
3 that once highway lanes are built it is very difficult to
4 undue the additional increase in VMT through investments
5 and after transportation or public transit.

6 California needs to rethink its approach on how
7 it spends its transportation funding or else our State
8 will not be able to meet its climate targets and stop the
9 impending climate catastrophe. For these reasons we ask
10 for your agencies to set up a follow-up meeting to discuss
11 how to realign California's transportation funding in a
12 way that supports CAPTI principles and creates a climate
13 friendly transportation system.

14 CARB BOARD CLERK GARCIA: Thank you.

15 Marc, I've activated your microphone. Please
16 unmute and begin.

17 MARC VUKCHEVICH: Good morning. I just want to
18 thank everyone. My name is Marc Vukchevich, State Policy
19 Director for Streets for All. I wanted to step back for a
20 moment and kind of be a little bit more philosophical. I
21 think a lot of friends in this room including NextGen,
22 including ClimatePlan, including the previous speaker from
23 the Coalition for Clean Air, have illustrated I think the
24 policies and made the asks that I largely echo. But in
25 the more philosophical way I want to kind of understand

1 our State and the equity principles and our transportation
2 principles behind it.

3 We have the highest gas tax in the nation. And
4 in many ways that's a good thing. You know, we have
5 climate change appending, and that money pays for
6 maintenance, and that's a responsible use for those funds.
7 But that maintenance money will continue and forever
8 increase as we continue to widen. Which means the gas tax
9 will forever need to be something that needs to sustain
10 VMT -- maintaining or VMT-inducing roadways. You know, I
11 believe in a world where we give people options, and give
12 people viable options to take other modes of
13 transportation, like public transportation or walking or
14 biking. And part of that is a land use conversation as
15 well.

16 Right now what I think we're doing to the lowest
17 and least fortunate among us, but even just the middle
18 class taxpayer, is we are taxing them on essentially a
19 good but they feel like they absolutely need, gasoline,
20 because we have not provided any alternatives and there's
21 no way in the future that we can expect that to be
22 different. While I know the gas tax is not necessarily
23 the purview of this body, I want people to understand that
24 this is the situation that we are putting Californians in
25 because of our lack of investments in every other form of

1 transportation than same-occupancy vehicles. And then we
2 need to be thinking bigger, broader, and more holistically
3 how do we get your average everyday citizen to the beach
4 without a single occupancy vehicle? How do we get around
5 to their jobs and how do we make those investments real
6 and impactful to their...

7 CARB BOARD CLERK GARCIA: Thank you.

8 Phone number ending in 234. I've activated your
9 microphone. Please unmute and begin.

10 OLGA PLACENSIA: Hello. Good morning, everyone.
11 Good morning, commissioners and everyone on the call. My
12 name is Olga Placensia with Fresno Building Healthy
13 Communities. And I ask that this Board will address this
14 California's highway expansion problems and that you hold
15 Caltrans accountable for its harmful highway widening
16 habits.

17 Thank you.

18 CARB BOARD CLERK GARCIA: Thank you.

19 Phone number ending in 130. Please unmute and
20 begin.

21 LETICIA: Hi. My name is Leticia and I'm from
22 Fresno Building Healthy Communities. I ask that this
23 Board address California highway expansion problem out and
24 hold Caltrans accountable for its harmful highway widening
25 habits.

1 Thank you.

2 CARB BOARD CLERK GARCIA: Thank you.

3 Edith, I've activated your microphone. Please
4 unmute and begin.

5 EDITH RICO: Hello. My name's Edith Rico. I am
6 pro director for Fresno Building Healthy Communities and
7 also a resident of Fresno. I also ask this body to
8 address California's highway expansion problems; and that
9 you also hold Caltrans accountable for its harmful highway
10 expansions, which we know have caused or cause immense
11 health hazards to neighboring communities. I urge this
12 body to review the Caltrans expansion project occurring
13 alongside the Highway 99 corridor here in Fresno,
14 California. The expansion is occurring alongside an AB
15 617 community. So as you all speak about health equity
16 for marginalized communities, I ask that you ensure AB 617
17 communities are guarded against further expansion from
18 heavy-duty truck traffic and just widening of roads that
19 are unnecessary at this point.

20 Thank you. I yield the rest of my time.

21 CARB BOARD CLERK GARCIA: Thank you.

22 Matt, I've activated your microphone. Please
23 unmute and begin.

24 MATT MALONEY: Good morning, everybody. This is
25 Matt Maloney with the Metropolitan Transportation

1 Commission. We're the MPO in the Bay Area. I'm the
2 planning director of MTC.

3 I just wanted to start out by saying that I
4 appreciate the presentation from CalSTA this morning. I
5 do think it's good news that recent State investments
6 appear to be moving in the right direction. I think it's
7 a good start.

8 I also do want to make sure the joint committee
9 understands that simply reducing or eliminating the number
10 of new projects that add lanes will not be nearly enough
11 to achieve our climate targets. Maybe part of the puzzle
12 but certainly not sufficient.

13 And I think we should be careful about the words
14 we use about reducing VMT. I think what we saw today was
15 about analyzing a package of recent capital investments
16 and comparing it to what came before. And I don't want to
17 minimize the importance of that. You have to start
18 somewhere. And again, that trend looks promising.

19 But actually reducing VMT requires much more than
20 that. Reducing VMT either statewide or on the
21 metropolitan level is much more of a function of how we
22 are managing the existing system that is already out
23 there. It's about how we can revitalize our public
24 transit system, whether we are pricing driving the right
25 way. And you all heard about pricing -- roadway pricing a

1 few months ago at one of your meetings. It's also of
2 course how we balance the location of jobs and housing,
3 you know.

4 And against all of that backdrop is, generally
5 speaking, our population and jobs are growing. So
6 reducing VMT's a very tough lift, and I just want to make
7 sure we're careful with how we characterize that.

8 Thank you very much.

9 CARB BOARD CLERK GARCIA: Thank you.

10 And lastly we will hear from Marjorie Alvord, Guy
11 Hall, Jared Sanchez, and Sven Thesen.

12 So, Marjorie, I've activated your microphone.
13 Please unmute and begin.

14 MARJORIE ALVORD: My name is Marjorie Alvord. I
15 reside in Alameda County and volunteer with 350 Bay Area.

16 Thank you very much for this opportunity to
17 address you.

18 I support the calls that various speakers have
19 made for a moratorium on the highway expansion and audits
20 of transportation spending. I am concerned that we
21 haven't progressed nearly enough in reducing
22 transportation-related greenhouse gases, and we need to be
23 much more aggressive in reducing that -- in reducing VMTs.

24 I'm alarmed by NRDC's finding that 80 percent of
25 our transportation dollars go to highways, which is the

1 most polluting segment. We need a big shift. We need
2 to -- a big shift of spending to support public
3 transportation, which is the segment required to go
4 zero-emission first, after all. And the support -- better
5 support of public transit supports both climate and equity
6 goals, so we need to figure out how to make that shift.

7 Please do ensure that the next joint meeting can
8 focus on VMT reduction and accountability of our dollars
9 to be well invested to meet desperately needed climate
10 goals, and we need to renew focus on public
11 transportation.

12 Thank you very much.

13 CARB BOARD CLERK GARCIA: Thank you.

14 Guy, I've activated your microphone. Please
15 unmute and begin.

16 GUY HALL: Thank you very much. I appreciate the
17 opportunity to speak. This is Guy Hall with the Electric
18 Vehicle Association policy team. And I wanted to point
19 out that we know that the ability to charge -- for
20 charging at home is a crucial aspect to enable the
21 adoption of clean EVs to cross the state. You know,
22 keeping in mind that 20 to 30 percent of our residents
23 live in multi-family homes without affordable or
24 convenient safe charging at home, this becomes really a
25 major obstacle in the broad adoption of EVs across the

1 state. If -- at the same time, we need to avoid proposed
2 solutions that might result in charging costs two times or
3 greater -- higher for apartment families than for single
4 family home residents; and at the same time significantly
5 higher than the price of gas while becoming less
6 convenient, less reliable and less safe.

7 So without providing equitable charging solutions
8 for multi-family homes, this State is likely to lose 30
9 percent of the California families in the migration to
10 clean transportation.

11 I appreciate the opportunity to address the team.
12 Thank you very much.

13 CARB BOARD CLERK GARCIA: Thank you.

14 Jared, I've activated your microphone. Please
15 unmute and begin.

16 JARED SANCHEZ: Hi. This is Jared Sanchez,
17 Policy Director for CalBike. I don't have a lot to add
18 from what previous commenters have already said. But
19 definitely appreciate the presentation from CalSTA. The
20 incremental progress is certainly there and definitely
21 want more of that.

22 I guess what I really want to underline here is
23 what everyone has been already talking about in terms of
24 highway expansion and what a previous commenter called
25 climate arson. That's a great descriptor.

1 I really want to hear from commissioners, board
2 members, all of the decision makers here in this meeting,
3 and have a full discussion about that, whether now or at
4 future meetings, and really to demand Caltrans'
5 accountability on this issue. It's just a common-sense
6 topic and something that needs to be in the public
7 discourse, and I think you all should be leading that.

8 So I look forward to discussion. And thank you
9 for allowing me to speak.

10 CARB BOARD CLERK GARCIA: Thank you.

11 And after Sven we're going to hear from a phone
12 number ending in 673, and then a phone number ending in
13 850. And then we have one more in-person commenter, and
14 that will be the close of the comments for item 2.

15 So, Sven, I've activated your microphone. Please
16 unmute and begin.

17 SVEN THESEN: Good morning, commissioners and
18 board members. This is Sven Thesen, founder of the
19 Electric Vehicle Charging For All coalition. And I'd like
20 to commend Housing & Community Development for -- come
21 2026, for mandating that every new parking -- every new
22 unit in multi-family housing, apartments and condos has
23 access to charging. That took us three years to get
24 there. That's a long time. And what we see is a shift in
25 transportation to electric bikes. And right now Housing

1 and Community Development under AB 2863 has the
2 opportunity to do something to address vehicle miles
3 traveled, which is in addition to provide bicycle storage
4 in parking lots in multi-family housing. But also has the
5 option to include electric bike charging. I know lots of
6 people that are using electric bikes as their second car.
7 They are even driving them -- riding them to Costco. But
8 they need to also -- likewise the advantage -- the
9 privilege that someone in a single-family home has, which
10 is ease of charging that electric bike, that cargo bike.
11 So in addition to everyone's what they talked about in
12 terms of highway expansion, let's accelerate, let's be
13 flexible, let's move faster in getting people off of --
14 out of cars and on to bikes and their feet. And one way
15 of doing that is by providing bicycle charging at new
16 apartments and condos.

17 I yield the rest of my time.

18 CARB BOARD CLERK GARCIA: Thank you.

19 Phone number ending in 673. I've activated your
20 microphone. Please unmute and begin.

21 THERESA GONZALES: Yes, hello. My name is
22 Theresa Gonzales, project specialist with the Fresno
23 Building Healthy Communities. Pollution and public health
24 has equity concerns for Black and Brown low-income
25 communities, new interchanges always end up in

1 disadvantaged communities.

2 California's transportation system directly kills
3 4,000 people every year in preventable traffic violence.
4 With that, I ask that this Board address California's
5 highway expansion problems and that you hold Caltrans
6 accountable for its harmful highway widening habits.

7 Thank you.

8 CARB BOARD CLERK GARCIA: Thank you.

9 Phone number ending in 850. I've activated your
10 microphone. Please state your name for the record and we
11 can begin.

12 You may need to dial Star 6 to unmute.

13 GIA SANTIAN: Hi. Good morning, everyone. My
14 name is Gina Santian. I'm a project specialist with
15 Fresno Building Healthy Communities. And I'm just echoing
16 what my colleagues have said to please address California
17 highway expansion problem and hold Caltrans accountable
18 for the harmful highway habits.

19 Thank you.

20 CARB BOARD CLERK GARCIA: Thank you.

21 And then our last in-person commenter is William
22 Walker.

23 WILLIAM WALKER: Hi. Good morning. And I
24 appreciate your willingness to take public comment.
25 Actually I wasn't planning to speak. But things happen

1 for a reason.

2 I'm one interagency equity advisory committee.
3 But since that committee doesn't have a charter -- we have
4 a charter, as you heard. But we don't have officers. I'm
5 not going to reveal what my opinion is on this matter but
6 you probably already know.

7 But what I will say is as far as how to implement
8 true VMT reductions. N-19-19 was an executive order that
9 was authored by our governor. And the Governor's Office
10 of Planning and Research was charged with implementing it.
11 I worked there in 2020 and I came to these meetings. And
12 I always wondered why no one from OPR was required to come
13 to these meetings. SGC also gives out a lot of the
14 funding for reductions of VMT. They are not required to
15 be at this meeting. They are commissioners just as many
16 of you are.

17 So it seems that a lot of people aren't in the
18 room and we should look at why we have all the plans that
19 were presented on the CAPTI side of the different plans.
20 Are they coordinated? Do they look at this executive
21 order that we're charged with implementing?

22 My last comment -- since I -- I wasn't going to
23 come up. That's one thing I wanted to share. But
24 immediately as this item started I looked at the
25 representation of the people in the room that spoke at

1 public commenting. So I'm very thankful of video and
2 telephone comment. But for organizations that do this
3 lobbying, you should look within and ask yourselves why
4 most of the representation was white.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you.

7 That concludes the commenters for item 2.

8 CARB CHAIR RANDOLPH: All right. Thank you very
9 much.

10 Okay. So now we'll bring it to the Commission
11 and Board Members for comment. We're going to start with
12 Commissioner Norton, who raised her hand quite early, on
13 Zoom.

14 So, Commissioner Norton.

15 CTC COMMISSIONER NORTON: Yes, thank you. I
16 really appreciate this time. And I'm actually here about
17 to get to the meeting but charging up my electric vehicle
18 so I can actually have enough power to get to Riverside.

19 I wanted to ask Darwin a few questions about the
20 report and talk about what I feel has been a great
21 partnership thus far in implementing CAPTI.

22 One of the things that I wanted to ask was that
23 during COVID, many, many, many flights were canceled and a
24 lot of people drove because their flights with canceled.
25 I was just wondering if you have taken a look at what that

1 impact was and how that has really affected some of the
2 data from those years about VMT.

3 The other question I have is we've had a
4 fantastic partnership with many of the speakers today
5 about moving away from a straight widening and to look at
6 managed lanes, to look at multimodal corridors, to look at
7 one billion dollars of investment in active
8 transportation. If we have a meeting on this in the
9 future, which I hope we do, will there be an opportunity
10 to include the vehicle miles traveled predictions
11 reductions -- predicted reductions of those projects that
12 we have all approved with joy based on the CAPTI
13 implementation? And, finally, just because it's hard to
14 know when the -- Mike, you can get off. But finally, if
15 we have a joint meeting to talk about this, I would like
16 there to be an overlay with HCD as to the RHNA analysis
17 locations of all the new housing, where that is as
18 compared to where our transit network and roadway network
19 is to date. I think it's really important that we look at
20 where we're approving new housing, how we're going to get
21 people to and from new housing. And as part of the
22 approvals of the work that we're doing on freeways,
23 managed lanes were an opportunity to move people by bus,
24 by other types of transit, and fund to reduce falling off
25 that transit cliff and also use that net toll revenue to

1 fund more biking and walking. And I know that those were
2 all goals that we've all had to reduce VMT.

3 Thank you very much.

4 CARB CHAIR RANDOLPH: Okay. Does the staff want
5 to answer any of the questions posed by Commissioner
6 Norton?

7 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. Thank
8 you so much, Commissioner Norton, for those questions.

9 Regarding the impact of air travel on VMT during
10 COVID, I don't have any data or numbers obviously in front
11 of me here. But I would be happy to circle back on that
12 in terms of, you know, what information we have and what
13 trends were observed that can be correlated to those
14 impacts.

15 In terms of the VMT reduction predictions of our
16 investments, I think you know was -- the preliminary
17 results I showed here are the analysis we've done in that
18 frame. The full report will be out in the winter. So I
19 think the question was around the next joint meeting. So
20 certainly can dive deeper into the MTI report and the
21 analysis we've done there in the spring if so desired.

22 And I will defer to -- I don't know if the HCD
23 staff has any comments on the RHNA item.

24 HCD DEPUTY DIRECTOR KIRKEBY: I'm Megan Kirkeby,
25 Deputy for Policy for HCD.

1 It would be very doable for us to bring an
2 overlay of where the housing need is with the transit
3 network.

4 But I'd also recommend making sure that, you
5 know, we also overlay in jobs and amenities as well.
6 Obviously VMT reduction is not just about taking transit.
7 It's about access to community amenities and taking
8 shorter trips as well.

9 So those are a lot of the things and thought that
10 go into where the housing need's located. So we -- yeah,
11 that would be fair and doable for us to show that overlay.

12 CARB CHAIR RANDOLPH: Thank you.

13 Vice Chair Guardino.

14 CTC VICE CHAIR GUARDINO: Thank you, chair
15 Randolph. And thank you to everyone in person as well as
16 remotely who participated in today's hearing. It's always
17 heartening to see that type of engagement.

18 Question actually -- question actually to Darwin
19 and then one question to one of our presenters, if I may.

20 If we could pull back up your CAPTI investment
21 framework slide. There were actually three of them. One
22 of them had three boxes, transit, ATP, and EV. If we
23 could pull that slide back up.

24 Only if that's doable.

25 CalSTA DEPUTY SECRETARY MOOSAVI: It looks like

1 they're working on that. Let me get the slide number to
2 help folks.

3 CTC VICE CHAIR GUARDINO: They didn't seem to be
4 numbered, or I would have asked. My apologies. It was
5 about the first third of the deck.

6 CalSTA DEPUTY SECRETARY MOOSAVI: Yep, right.

7 CTC VICE CHAIR GUARDINO: I think 6 or 7.

8 CalSTA DEPUTY SECRETARY MOOSAVI: There we go.

9 CTC VICE CHAIR GUARDINO: Great.

10 As we continue our work together, something that
11 one of my colleague commissioners brought up just a most
12 recent example from this weekend, and it's the seamless
13 transfer from transit, which we are working so hard to
14 develop and support; and active transportation, which we
15 are working equally hard to develop and support. And
16 as -- as a long-time commuter by bike, trying to make that
17 transition to trains or buses myself would also
18 acknowledge some systems are better than others in terms
19 of accommodating bikes and where and how many and what
20 times of day, et cetera. So as we continue our work
21 together, is there a way that we can look at this in a
22 more thoughtful way to tear down those walls that are
23 preventing those two forms of transportation from working
24 better together?

25 Can we do that? Can we make a note of that? Or

1 are you al -- you may be way ahead of me, Darwin.

2 CalSTA DEPUTY SECRETARY MOOSAVI: It's certainly
3 a great point, Vice Chair Guardino. And, you know, I
4 think there's obviously some work underway with the
5 California Integrated Travel Project. In terms of looking
6 at seamless connections to transportation and transit. In
7 particular, can certainly talk more about that. But I'll
8 make note of an area -- to look at it as an area further
9 collaboration and brainstorming if we look at where we go
10 next with CAPTI.

11 CTC VICE CHAIR GUARDINO: And it's okay with our
12 professional team at CTC. If this commissioner can help
13 put some sweat equity into that effort, I'm volunteering.

14 The other comment for the gentleman from NRDC, I
15 haven't had the pleasure of seeing the report that was
16 cited several times. I would love to read that. I travel
17 a lot by plane and it's great reading time. So if there's
18 a way during the break we can exchange contact
19 information, I'd like to read it.

20 I was not sure I heard correctly some speakers in
21 referencing the report mentioned 80 percent of our current
22 transportation investment as being for highways. Others I
23 thought I heard say it was for highway expansions. It was
24 unclear if it was streets and roads included in that as
25 well. So I would benefit from reading more. Again, as

1 someone who cycles and takes transit, I depend on decent
2 roads to ride my bikes on, which is why I've long
3 advocated for complete streets.

4 So I'd like to see -- I'd like to dive into the
5 data of your report and probably with a lot of follow-up
6 questions of the difference between a highway expansion
7 and what we often do was shop funds, which is make them
8 safer -- not expanding them but make them safer. And then
9 street maintenance pothole repair funds are the bane of
10 the existence of many cyclists by -- like me who hit a
11 bump and go down.

12 So we can exchange information later?

13 Thank you, sir.

14 CARB CHAIR RANDOLPH: Thank you.

15 Board Member De La Torre.

16 CARB BOARD MEMBER DE LA TORRE: Thank you.

17 Before a talk about this issue, I wanted to thank my
18 colleagues on the CTC for including the 710 in SB 671 last
19 month. It just made a whole lot of sense, as I said when
20 I testified there. It's very much needed. If we're going
21 to do this transition to green heavy-duty -- medium- and
22 heavy-duty vehicles, we need that infrastructure, and the
23 710 has to be right in the middle of it. As a senior
24 government -- State government official told me, our
25 region is ground zero for this transition.

1 And so thank you.

2 So I'll start with the 710 because I think it's
3 very relevant to this discussion of VMT.

4 Not all highways are created equal. I would tell
5 you flat out any highway -- new highway or expansion that
6 is going into an area that will impact sprawl, no.
7 That -- these are my strongly held views.

8 In most urban areas, if it's just commuting, you
9 know, just normal passenger vehicle transportation,
10 probably not. However, there are instances where
11 operational improvements need to be made. And I'll bring
12 it back to the 710 freeway that has these incredible truck
13 counts, more than any other highway in the State of
14 California. And I shared those with you last month. But
15 I haven't shared them with my colleagues, so I'm going to
16 repeat them. 108-truck-trip-count per mile, by far the
17 highest in the State of California;
18 46-mean-truck-trip-counts per mile, by far the most in the
19 State of California; 42-median-truck-trip-counts per mile,
20 by far the most in the State of California.

21 So in that instance - and I'm not talking about
22 widening, Joe -- Joe and I serve on the task force about
23 that. But there are operational improvements that need to
24 be made for safety and for the flow. Otherwise, those
25 trucks end up on our streets. I live a block from

1 Garfield Avenue, which is a main arterial that parallels
2 the 710. Those trucks are on Garfield at least twice a
3 month because the 710 is completely clogged. So I'm not
4 talking about expansion. I'm talking about things that
5 would fix -- improvements that would fix the flow of that
6 and the safety, because it is one of the most dangerous
7 freeways in this -- in the country, not even the State.

8 So that being said, that's my preface, that not
9 all freeways are the same. However, we do have to address
10 VMT. So...

11 The legacy projects. How does the pipeline work?
12 For those of us that are not transportation experts. How
13 do you decide, you know, what goes into the pipeline for
14 projects, and those legacy projects that are out there?

15 Two, what are the costs and benefits and the
16 short- and long-term impacts when you're thinking of those
17 costs and benefits of these kinds of projects?

18 And then, you know, going forward obviously, more
19 of a focus in CAPTI 2.0, or whatever you're going to call
20 it, that is focused on reducing VMT.

21 As I've been having conversations over the last
22 several months with staff about this, it is not good
23 enough to stay the same on VMT. And we have to go down.

24 And as I say always at CARB, there were three
25 sectors that did not contribute any GHG reductions to us

1 reaching our 2020 goals. Transportation -- and then you
2 don't care about the other ones. That's not your turf.
3 But transportation, short-lived climate pollutants and
4 natural and working lands. Actually you could impact both
5 of those other ones.

6 But for our purposes today, transportation; and
7 so we need to really dig in on VMT, just not in a
8 cookie-cutter way.

9 Thank you.

10 CARB CHAIR RANDOLPH: Thank you.

11 All right. I'm going to be alternating between
12 commissioners and Board members.

13 Dr. Lyou.

14 CTC COMMISSIONER LYOU: Okay. Thank you, Madam
15 Chair. You completely caught me off guard.

16 I have pretty specific question for you, Darwin.
17 And thank you for presenting on the progress with CAPTI
18 implementation. It would have been nice to have known
19 that the new report was available prior to this meeting;
20 but thanks to a decent internet connection, I now have it
21 before me.

22 In that there was a strategy on improved planning
23 and project partnerships. And the very first action item
24 under there was to develop and implement the Caltrans
25 system investment strategy to align Caltrans project

1 nominations in with the CAPTI investment framework. And I
2 have a question about the status of CSIS -- what we call
3 CSIS. There was also a typo in the original.

4 Did you know that? You misnamed CSIS.

5 CalSTA DEPUTY SECRETARY MOOSAVI: I'm aware.

6 CTC COMMISSIONER LYOU: Yeah, okay. I caught
7 that too. I should have caught it the first time around,
8 but I butchered --

9 CalSTA DEPUTY SECRETARY MOOSAVI: Three years
10 ago.

11 (Multiple voices at once.)

12 CTC COMMISSIONER LYOU: We will try to forgive
13 that typo. You've got it right. Both annual reports have
14 it -- have -- you know, have it titled correctly.

15 But the timeline in here - and this is a draft
16 report, so this definitely needs to be changed, because
17 the timeline doesn't seem realistic, because 2.0, the
18 draft was just released. I asked Director -- Caltrans
19 Director Tony Tavares about this at our last meeting a
20 couple weeks ago. He said that it's going to take another
21 six months to approve 2.0. And you have 3.0 being adopted
22 and implemented by July. So that for our cycle 4 SB 1
23 projects we can actually use it to make better decisions.

24 I'm concerned that we've fallen so far behind now
25 with CSIS that we're not going to have something in place

1 to actually use for those SB 1 cycle 4 decisions.

2 Can you straighten me out on where we are and how
3 we're going to get there in time so we can do that?

4 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. Thank
5 you, Dr. Lyou, for that comment and the apologies both for
6 the typo from the 2021 report and also for -- the fact
7 that the report dropped this morning. We were scrambling
8 to get it public in time. So -- but, yeah, I understand
9 it didn't give you a ton of time to review before the
10 meeting.

11 In terms of CSIS -- and I'd defer to Caltrans on
12 their specific plan on how to deliver it in a timely
13 manner. But in terms of the commitment that they've made
14 in the report, so the 2.0, 3.0 distinction, my
15 understanding is they're basically splitting up components
16 of what would have otherwise been delivered in 2.0, and
17 committing to do some of those components in what's it
18 calling a 3.0 by the end of this fiscal year still. That
19 is to be able to deliver something on the original
20 timeline of a couple months from now. So the idea being
21 that instead of what was having originally framed as a
22 six-month delay, that there would be a component of CSIS
23 that would hit sooner than that, and then other component
24 that needs a little bit more work would be delivered
25 before the end of the fiscal year. In terms of, yeah, the

1 details of that, I certainly can, you know, follow-up with
2 Caltrans and get you more information.

3 CTC COMMISSIONER LYOU: Okay. And I guess I have
4 a couple questions, one for staff. Given that timeline,
5 Tanisha, will we be able to use CSIS for our cycle 4 SB 1
6 decisions?

7 CTC EXECUTIVE DIRECTOR TAYLOR: Well, I can't
8 speak to CSIS but I can speak to how we develop
9 guidelines, which may answer the question that you're
10 looking for.

11 I'm Tanisha Taylor, Executive Director of the
12 commission.

13 When we develop guidelines there are often many
14 things that are in flux. CAPTI was in flux. Our ATP
15 program is in flux. A lot of different policies. The
16 Scoping Plan was in flux. That doesn't mean that we can't
17 incorporate the larger policies, the specific action items
18 that are developed along the way as we coordinate with the
19 different State agencies that we work with. We saw that
20 in our cycle 3 guidelines. We've started thinking about a
21 lot of these things as CAPTI was being developed as we
22 were working with Darwin on the development of CAPTI.
23 We'll continue to do that. If CSIS continues to be
24 developed, we have to recognize and respect the CSIS
25 process and the engagement process. But that doesn't mean

1 that things that we would do anyway we can't do anyway.

2 And so I think that we can commit to that.

3 CTC COMMISSIONER LYOU: Well, thank you for your
4 can-do attitude and optimism on that. I do appreciate it.

5 And I don't know if there's anyone from Caltrans
6 who can comment on that up here or virtually.

7 They only have like 30,000 employees. One of
8 them couldn't make it.

9 CTC EXECUTIVE DIRECTOR TAYLOR: I don't believe
10 we have somebody that can comment on that right now, no.

11 CTC COMMISSIONER LYOU: Okay. Well, please have
12 them get back to me. I'm really interested in the timing
13 of all this.

14 Thank you.

15 CARB CHAIR RANDOLPH: Okay. Dr. Shaheen.

16 CARB BOARD MEMBER SHAHEEN: Thank you, Chair
17 Randolph.

18 I wanted to just first start by thanking
19 everybody for all the time and energy put into the CAPTI
20 reports, to Darwin and the whole team there.

21 Also want to thank our colleagues from NRDC and
22 NextGen for your reports. I have recently downloaded them
23 and took a quick look. My assessment is quite similar to
24 yours.

25 What I want to do is not ask questions but

1 provide some observations. So...

2 Dr. Serena Alexander's study, which is being
3 produced by MTI for CAPTI. So I took a look at the
4 methodology. It was pretty difficult to get into the
5 details there. So I would love to see a follow-up
6 briefing on this particular study, but also one by Susan
7 Handy, which is underway at UC Davis - I assume, Darwin,
8 you're aware of that - which is really looking at guidance
9 and methods for assessing VMT as part of the CEQA process.
10 Her study also includes potential mitigation measures for
11 State highway system projects. And among other things,
12 assesses methodological approaches for regional travel
13 demand modeling, off-model adjustments, and also looks at
14 the CARB quantification methods.

15 So I've joined the board recently. I think one
16 of the things that I'm really eager to look at is science
17 and methodology and really rigorous data.

18 I was delighted to hear that Dr. Alexander's
19 study does more than directionality. I had the impression
20 that's all it was doing from the slides. And that it
21 gives us some degree of precision on magnitude, but I have
22 no sense of what that means.

23 Percent change in reductions would be very, very
24 helpful. As any of you know who measure VMT, it is
25 extremely tricky to do. I do this work myself and have so

1 for over 25 years. It's very important that the tool take
2 into consideration induced demand effects; and we know
3 that there's existing tools that do that. So I'm very,
4 very eager to see the CAPTI tool and how it is handling
5 induced demand as well as sensitivity analysis in the
6 production.

7 So I was also delighted to see that one of the
8 goals of the CAPTI toolkit is to help us produce
9 understanding of specific project changes. And I think we
10 need more of these tools, more of these metrics to help us
11 with this moving forward as we think about what happens
12 with CAPTI moving forward.

13 Terms of the equity measure. It's measured by
14 multimodal investment. And so I'm not sure that's the
15 best tool. I understand that that's a starting point.
16 But I think we ultimately really need to be focusing on
17 ridership and access - which was previously mentioned by
18 Commissioner Norton - and also the relationship to
19 housing.

20 In terms of the economy metrics, it's measured in
21 terms of jobs. I'm assuming this primarily is focused on
22 construction jobs. Is that correct?

23 Okay. But oftentimes when we're looking at jobs
24 and we want to look at the quality of that job, not just a
25 quantification of that job.

1 And then my final comments at this stage, I'm
2 really looking forward as well. And so thank you for
3 including that, Darwin, in your slides. Transforming
4 transit I've got explanation points, right. This is --
5 this is absolutely essential that we look at that. I
6 think there's huge opportunities to align with CARB's
7 Scoping Plan here as we move forward, and looking well
8 beyond the 5 billion on highway expenditures. I think
9 we're missing a lot. Roadway pricing. We focused on that
10 in the last joint meeting. I think we need to revisit
11 that. I know you've got a working group underway as part
12 of CAPTI. Love to see a lot more on goals, metrics, and
13 deadlines associated with pricing associated there.

14 VMT reduction. I think we need to look at this
15 frequently and what's in the pipeline. So things are
16 dynamic. How are we measuring and tracking progress over
17 time.

18 And then my final comment about looking forward
19 relates to safety and public health. We really have to
20 look at safety and traffic fatalities and collisions as
21 well as the benefits of different types of infrastructure.
22 So it's not so much a lot of questions but comments. I
23 really appreciate how hard you're working on this. I
24 think we can all work together and do more. And let's
25 bring in more science and more rigor and more study. And

1 love to be briefed on that CAPTI report.

2 Thank you.

3 CARB CHAIR RANDOLPH: Thank you.

4 Commissioner Grisby.

5 CTC COMMISSIONER GRISBY: Thank you, Madam Chair.

6 And thank you to the advocates in the room who
7 expressed your opinions and shared your reports. NRDC and
8 NextGen in particular.

9 Want to join in with prior comments by Dr.
10 Shaheen. I agree with your assessments of the system.

11 And I'll make some broad comments here and a
12 couple questions for Darwin.

13 Darwin, thank you for your work, by the way.

14 It takes me back to the idea that when you are
15 used to using a hammer, everything's a nail. And I think
16 that might be the case with some of our highway
17 investments.

18 Case in point, I spoke to one project sponsor of
19 a new freeway that's not under construct -- well, parts
20 was under construction. I asked why the project was not a
21 light rail system or a light rail extension. They told
22 me, quote, that we want to maintain the character of the
23 community, end quote. Lots of old ways of thinking.
24 Culture. Things that need to change over time. That's
25 really frustrating on our investment strategies.

1 I also wanted to voice my connection with
2 Hilary's comments -- Commissioner Norton's comments about
3 the importance of mapping our transportation investments
4 alongside our housing plans. I don't know how many times
5 I've actually asked project sponsors about what the land
6 use was going to be in the area around their
7 transportation project, and they claim not to know.
8 That's a little frustrating and it happens more often than
9 it needs to.

10 And when we talk about transforming transit, you
11 know, I like the fact that we're speaking more about
12 multimodalism these days and making highway projects more
13 multimodal. We know that oftentimes when you make it
14 easier to drive, you take away a lot of the power of
15 transit. You reduce the ability of us to have mode share
16 shift, which is one of our key goals to reduce VMT and GHG
17 emissions.

18 So I think all the above strategies sometimes is
19 not going to help, especially when the transit project is
20 an afterthought. Slow light rail, community rail that
21 comes, you know, infrequently, good luck.

22 So these are all problems that we still need to
23 address and think about when it comes to transporting in
24 transit, because there are other investments due to the
25 fact, in fact, impact transit.

1 Another thing for me is -- Commissioner Lyou
2 mentioned CSIS, and, you know, CSIS is important to me as
3 well. And I'm really curious about what kind of feedback
4 you've gotten about the next round of CSIS, what's look --
5 has anybody filtered up to your position? Have you heard
6 anything about what folks would like to see in the next
7 round of CSIS? I'm just hoping that the strategy that you
8 laid out for curing projects and scoring projects will
9 still be a value-add after all of the public comment has
10 been collected.

11 And also I noticed your jobs analysis talked
12 about indirect jobs. I would encourage the use of induced
13 jobs as well, because a lot of those times we make
14 investments and so-called alternative transportation, the
15 big bang for our buck, is going to be in those types of
16 jobs.

17 And I'll stop there. Thanks.

18 CARB CHAIR RANDOLPH: Thank you, Commissioner
19 Grisby.

20 Board Member Takvorian.

21 CARB BOARD MEMBER TAKVORIAN: Thank you, Chair.
22 And thanks to everyone who's here today. Thanks to Darwin
23 and your team for all of the work that you've done on the
24 CAPTI. And thanks to all the commenters who are here
25 today, particularly those from environmental justice

1 communities who are most impacted by air and climate
2 pollution, and who have continued their call for reduction
3 of pollution from transportation and particularly from
4 heavy-duty-related pollution.

5 I'd also like to add my gratitude to NRDC and
6 NextGen. Really appreciate your work. And while I've had
7 an opportunity to read the executive summaries, I want to
8 dig into the entire report.

9 And I think I heard a request as we are -- from
10 Vice Chair Guardino. And I'm going to make a request that
11 we devote our next meeting to all of these subjects. And
12 I think that having you in the room and able to spend more
13 than your two minutes of allocated public time to talking
14 about the report and your findings would be very
15 beneficial. So I hope we can make that happen.

16 All the commenters have noted that CARB's recent
17 Scoping Plan have called for the reduction of VMT in a
18 significant way, 25 percent by 2030 and 30 percent by
19 2045. So we really have to work on VMT reduction.

20 And I also noted that the Scoping Plan as well as
21 CAPTI are calling for and actually executing actions on
22 equity. What I haven't seen is as much discussion of that
23 intersection of equity and VMT reduction. And I'd like to
24 see us lift that up more because we really know that if
25 only 19 percent of the State budget is allocated to

1 VMT-reducing projects, as one of the reports indicated,
2 even if it's 40 percent out of the CAPTI in this recent
3 time, that all of those projects that are inducing more
4 VMT and causing more pollution are likely impacting the
5 communities that are already overburdened.

6 And I don't -- I don't actually see that that
7 analysis is included in CAPTI. If it is, I'd be -- I can
8 turn that into a question, and you can tell me where that
9 is. But we know that these VMT-increasing projects are
10 very likely to increase inequity and environmental racism
11 as well as health impacts.

12 The SB 150 report, which I would also like to see
13 be a focus of our next meeting, tells us that there's an
14 estimated total of around 8,000 deaths that would be
15 avoided for their combined scenario that increases active
16 transportation, increases transit use, and decreases VMT.

17 So I think that's a very important element that
18 we need to be including in a more intentional way in these
19 discussions.

20 One question I have, as I think it's slide 7, but
21 it's the same -- it's the next slide after the one that
22 you called up, that one of the investment framework
23 elements is promoting projects that do not increase
24 passenger vehicle travel. So it doesn't say promoting
25 projects that decrease VMT. And I'd like to learn more

1 about what that language difference is and to talk about
2 how we might be able to shift it to a more active element
3 I guess.

4 And then the other one is that you do talk about
5 strengthening our commitment to social and racial equity
6 by reducing harms and maximizing community benefits. What
7 I don't see is how that's -- what that metric is and how
8 you're quantifying that. I agree with Dr. Shaheen in
9 regards to the metrics that -- and elements that could be
10 added. I -- again, I'd like to see health metrics added
11 to that and include that in our next meeting.

12 I'd like to also support what I think Dr. Lyou's
13 comment was in terms of -- I'm not sure, maybe it was
14 after -- the legacy projects.

15 CTC COMMISSIONER LYOU: It was Hector.

16 CARB BOARD MEMBER TAKVORIAN: Yeah, sorry.

17 CARB BOARD MEMBER DE LA TORRE: You can't tell us
18 apart?

19 (Laughter).

20 CARB BOARD MEMBER TAKVORIAN: I'm not even going
21 to answer that question.

22 (Laughter).

23 CARB BOARD MEMBER TAKVORIAN: Yes. I think it's
24 really important for us to take a look at what -- how --
25 how if we're at 19 percent or 40 percent, depending on

1 wherever we are, it's not good enough. It may have been
2 good enough - this was 20 years ago - but it isn't now.
3 So the question I have is, what's the pathway to get from
4 whatever the two low percentages to a hundred percent of
5 that investment being for VMT-reducing and
6 health-promoting and equity-promoting projects.

7 So that's my overarching question. I'm sure you
8 have a two-line answer to that.

9 (Laughter).

10 CARB BOARD MEMBER TAKVORIAN: And my request
11 again is that the next meeting be fully devoted to a
12 discussion of -- that has been raised by almost every
13 commenter, and that is to eliminate funding for projects
14 that increase VMT, including the SB 150 report. And I
15 think I'd also like to invite Caltrans to engage with us
16 at the next meeting. We have Dr. Lyou's comment as well
17 as I think many others that would be important for us to
18 engage them in that conversation.

19 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
20 much, Board Member Takvorian, for those comments.

21 Going real quick -- before I get into a couple of
22 those, going back to both your comment as well as Dr.
23 Shaheen's comment about, you know, what is and isn't
24 included in the report. What we share here today is a
25 snapshot. Should the -- the full MTI report when it comes

1 out, certainly happy to have a deeper briefing for you all
2 if interested and have MTI dig into their methodology. So
3 we'll keep you posted on the full release of the report.

4 That report will include mapping from an equity
5 perspective of the intersection of VMT and equity looking
6 at where those projects, VMT-increasing and decreasing
7 projects, are as it relates to CalEnviroScreen. So I
8 think that will be a really helpful component. But we're
9 not quite there yet. So once that report is done, we can
10 certainly dig into that.

11 I think to some of your other questions, Board
12 Member, in terms of the overall -- I believe you asked
13 about the overall kind of funding pie and how to -- how --
14 you know, what it'll take to shift those dollars to
15 VMT-increasing dollars, I think one thing that's really
16 important to note about the transportation funding and the
17 NRDC report in particular that points out I think -- I
18 forget the exact number but around 80 percent of the
19 dollars not contributing to VMT-reducing projects, the
20 majority of those dollars are operation and maintenance
21 dollars that, through the passage of SB 1 in 2017,
22 increased the shop's funds specifically for those
23 purposes -- for those purposes. And as -- you saw in our
24 slide, even with those dollars that have that really
25 important role, Caltrans is thinking about how to operate

1 and maintain the system in a way that better aligns with
2 climate change both towards investments and climate
3 resilience as well as multimodal operational improvements.

4 But to -- you know, I think it's a much larger,
5 more fundamental question if you're really talking about,
6 you know, is that not a good use of funds versus -- you
7 know, and should we be spending on something else, I think
8 most folks here would say that maintenance and operations
9 of the State highway system are critical and essential.
10 So I do think it's a little bit of a -- a bit of a
11 misrepresentation in what's possible and what's probably
12 both practical and needed. I think we'll continue to need
13 maintenance and operations fund. But I do think it's
14 certainly fair to talk about the dollars beyond those
15 dollars. And looking at how do we make sure we're
16 contributing to VMT reductions with as many of our other
17 dollars as we possibly can.

18 You mentioned the framing around -- on slide 7,
19 not promoting projects that increase passenger vehicle
20 travel. So in terms of VMT reductions with the first
21 slide that included transit, active transportation, et
22 cetera, is really meant to center how -- you know, what
23 does VMT-reducing projects look like. I think the purpose
24 of the guiding principle around projects that do not
25 increase vehicle travel is meant to say that it's not

1 enough to just invest in VMT-reducing projects but we
2 really need to think about projects that increase VMT. So
3 that's why there's that negative, you know, tone to it.
4 It's saying, "Let's move away from investments that
5 increase driving," was the point there. So the flip side
6 of the VMT-reducing investments.

7 Hopefully that answers your questions.

8 CARB BOARD MEMBER TAKVORIAN: Thank you.

9 Can I just add -- I'm sorry.

10 But hurry up.

11 Yes. Well, okay, so just as the comment is -- I
12 think based on what you were saying is, then how do we
13 look at those projects that increase transit ridership and
14 reduce our reliance on roads - not that we're not going to
15 need maintenance on those roads - I think many of us are a
16 little cynical and a little concerned about that
17 percentage and what's billed as highway maintenance that
18 often looks like highway expansion. So being schooled on
19 that would probably be pretty helpful.

20 And I think the other that I forgot to mention is
21 I hope that we can get further into the road pricing
22 strategies and what the update on that is, because some of
23 us in our local municipalities have -- we failed, and our
24 MPOs have rejected that. So we are very reliant on the
25 State to take action.

1 So I don't know if we're going to hear more about
2 that today, but I would certainly want to add that to my
3 list for the next meeting.

4 Thank you.

5 CARB CHAIR RANDOLPH: Thank you.

6 Board Member Hurt.

7 CARB BOARD MEMBER HURT: Thank you, Chair.

8 Thank you to the public commenters and definitely
9 NRDC and the NextGen reports. I think the biggest
10 eye-opener I read after reading both of those reports was
11 on average each VMT-increasing project receives nearly
12 four times the funding of a VMT-reducing project. An
13 average pre-project funding allocation of 12.3 million
14 versus 3.2 million. That's kind of upsetting and makes us
15 think this is an important conversation that we are having
16 timely.

17 I'm too thinking a lot about who has and has not
18 benefited from the work that's happened thus far, and the
19 necessity of the embedding equity; and not just words but
20 in actions, as one of the public speakers said earlier.
21 And what is the gap, you know, when you look around in
22 disadvantaged communities how's CAPTI really impacting
23 them. And how do we connect AB 617 plans to what CAPTI
24 investment frameworks look like? - I think is going to be
25 really important for the future.

1 Someone said earlier, "Who's not in the room?"
2 And what should that tell us about future partnerships
3 that we should all be working on? That impacts me as
4 well.

5 I think -- in my backyard we have a highway
6 expansion project. Some people looking forward to it.
7 And others who are extremely concerned and upset. But
8 both sides are carrying pitchforks, as I say. They're
9 both wondering what are we going to do? And so I'll tell
10 you many of the city stakeholders, as the Chair of a COG,
11 they are afraid of seeing the money leave the county and
12 the region for other projects. So what is the mechanism
13 we need to create flexibility and reimagining that money -
14 not necessarily the project but reimagining the money -
15 and how can we streamline it so that people can work two
16 projects that really do reduce VMT? And who is the entity
17 that should best lead that reimagining? Because there are
18 so many of us together working on this that I think we
19 need to identify that.

20 I agree that road pricing is one tool to assist
21 with reducing VMTs. I think it's most equitable though
22 that we talk about the true alternatives to
23 single-occupancy driving; and the conversation at the same
24 time, how are we massively supporting these alternatives,
25 whether it's public mass transit - definitely needs a

1 massive boost - and increasing multimodal projects that
2 actually connect? We have pieces that I know it's going
3 to take time. But how are we doing that in a streamlined
4 and fast way so that we can bring more people along in
5 this transformation?

6 For example, what does a superbike highway look
7 like instead of widening highways? And similar to Vice
8 Chair Guardino, refocusing funds on boulevards and city
9 streets, instead of again highways, how do we do that in a
10 way that again educates and brings people along?

11 I do have a real fear despite our best intentions
12 that we don't deepen existing inequities in transportation
13 by being too solo or siloed in the way that we're looking
14 at the money, and how we're not as flexible, and all the
15 different levels one has to go through in order to get a
16 project across the finish line. I think we need to
17 rethink that space. And again think of it holistically as
18 in a region and a group versus individual projects.

19 I want to also appreciate that we're on track per
20 CalSTA's review on the seven programs and in our goal to
21 reduce VMTs. But clearly there's still a lot of work to
22 be done. And so one of my questions is, how much of this
23 work is benefiting large cities, who have internal
24 capacity to obtain program benefits, versus rural, small
25 cities and regions, who lacks the staff sometimes within

1 cities to really get reducing VMT projects moving forward?
2 I'd love to hear any statistics or any of your thinking
3 around that.

4 And I also am very curious about more -- you
5 know, I have a critical eye to some of the conclusions
6 that these strategies are completed when I think about a
7 lot of the communities I see that still have a lot of
8 issues. So I'd love to understand how you're quantifying
9 strategy completion a little bit more; and how you're
10 rural communities working group specifically, that that
11 convening is going forward, because I think a lot about
12 how that area is a part of our transformation.

13 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
14 much, Board Member Hurt, for those questions.

15 I'll start with your question around kind of
16 completion and how we're framing completion. It's a
17 really important question and something that I think is
18 important to clarify. We are judging completion purely
19 by, what was the action listed and what did we say we were
20 going to do and did we do it? That is different from, are
21 we done addressing the topic? And I think that's an
22 important distinction, right.

23 So, for example, you brought up the rural work.
24 We had a rural convening that was an action in CAPTI. The
25 rural convening is complete. There were some

1 recommendations with some other level convening. We want
2 to pursue those recommendations. The action -- with all
3 the convening, the action was complete. We're going to
4 take those recommendations and move them forward. But
5 it's reflected as complete in the plan.

6 So I think this is why the conversation around
7 what comes next is really important, because a lot of
8 these actions do lead to more work and additional work
9 that we need to consider, and that's exactly the
10 conversation we want to have is now that we've finished
11 this phase, where do we go from here?

12 Related to that you asked about kind of the funds
13 and where they're going. I don't have any unfortunately
14 specific statistics on that. That is one thing that we
15 have kept in mind and have been monitoring closely. And I
16 know CTC --

17 CTC EXECUTIVE DIRECTOR TAYLOR: Ron, maybe if I
18 can --

19 CalSTA DEPUTY SECRETARY MOOSAVI: Yeah.

20 CTC EXECUTIVE DIRECTOR TAYLOR: -- I can jump in
21 here.

22 CalSTA DEPUTY SECRETARY MOOSAVI: Sure.

23 CTC EXECUTIVE DIRECTOR TAYLOR: I don't have any
24 specific details on the numbers that go to rural versus
25 urban. But it is one of the things that we at the

1 commission look at in terms of geographic equity across
2 our programs to make sure that we're not only investing in
3 those cities that can't afford to apply. Our team also in
4 each of our programs does technical assistance for each of
5 our applicants that request it to help those cities that
6 may need a push over the finish line on: "Does this look
7 good? Does this not look good? How can we align these
8 things?"

9 We also do numerous workshops. Our ATP team does
10 workshops that actually provide technical assistance in
11 the workshop as they're developing the guidelines so that
12 they can adjust the guidelines to meet the needs of the
13 communities that we're trying to serve. And those are
14 just a couple of ways that we, the commission, look at how
15 we're funding projects.

16 Some of the things that we considered as well
17 are: Do we have set-asides for rural agencies to ensure
18 that they're getting funding? Do we have set-asides for
19 tribal governments where we fund tribal governments to
20 ensure that there is a level playing field and that we're
21 bringing everybody up at the same time to the best that we
22 can.

23 CARB BOARD MEMBER HURT: I'll tell you some of my
24 experiences they don't even get to the applicant stage.
25 Because they don't have the expertise within their agency

1 to -- or the time because there are a million other
2 things, as we all know, that need to be dealt with
3 especially when you only have a team of a hundred folks.

4 So wondering how we can think about the region
5 and maybe help with that holistic view instead of per
6 applicant, per project. What's needed in that space?

7 CTC EXECUTIVE DIRECTOR TAYLOR: One of the things
8 that the commission does as well is we often look at who's
9 not doing well in our programs and try to target those.
10 We did that with the Tulare counsel -- the Tulare County
11 in our active transportation program. They are now very
12 successful in our program, because they were
13 underrepresented before we asked the question: "Why are
14 they underrepresented?" Before we'd done a similar
15 analysis with our 535 communities to say which are not
16 competing well so that we can target our outreach. To
17 your point, sometimes since they don't even know that
18 there's a program available to help with some of those
19 things, and how are we making sure that we're reaching
20 those communities as we're going through this process.

21 One of the other things we did and just recently
22 developed, a program which Vice Chair Guardino mentioned
23 in his remarks, which is a first-of-its-kind program, the
24 Local Transportation Climate Adaptation Program. It is
25 one of the few fund sources where we can fund tribal

1 governments. And one of the things that we really wanted
2 to understand was what actually works for a tribal
3 government? Because to your point, they often don't apply
4 because, one, they don't think they can win; that it's too
5 hard competing against the larger cities; and all of those
6 different things. And so we actually went to the Caltrans
7 Native American Advisory Council to, before we put pen to
8 paper, say, "What works?" and "How do we make it work?
9 What are those barriers to success?"

10 Now, we didn't have any tribes apply in this
11 program. But our next question is: "Why didn't they
12 apply?" and "What do we need to change?" One of the
13 things that the admini -- a bill that the administration
14 to fund, the governor to fund, helps with tribal
15 contracting. That was one of the barriers that our
16 programs were facing. That barrier has been removed.
17 And so we are trying to look at how do we ensure that
18 those communities that aren't at the table - and there's a
19 myriad of reasons why they're not at the table - how do we
20 help them get to the table and then be successful at the
21 table as well.

22 CARB BOARD MEMBER HURT: Thank you.

23 CalSTA DEPUTY SECRETARY MOOSAVI: If I can add
24 one point to Director Taylor's remarks. In terms of what
25 our study and I think what the MTI study will show, we

1 don't -- I don't have the specific data, but we have
2 observed more first-time applicants and first-time award
3 recipients across all the programs. You know, some of
4 these programs are still relatively new. So there's a --
5 you know, a big opportunity for that. But the fact that
6 the money is going to places that were not previously
7 successful, as I think it also shows, that a lot of the
8 strategies that the CTC's talking about are successful.
9 And the TIRCP program is particular this last round. So a
10 major increase in the amount of funds going to rural
11 applicants. And that's for transit capital projects.

12 CARB BOARD MEMBER HURT: Thank you. Thank you,
13 Chair.

14 CARB CHAIR RANDOLPH: Thank you.

15 Board Member Reacts.

16 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you.

17 My comments really go to next steps. I know many
18 of us will be talking about it at future meetings and some
19 of which have been addressed already.

20 As my colleagues on both the commission and the
21 board have noted, we clearly need a paradigm shift in what
22 we're doing. It's not enough simply to sell the rate of
23 VMT increases. We need to reduce them dramatically over
24 the next few years and going forward.

25 So I'm very interested in finding out in the

1 context of CAPTI and other programs what are we doing to
2 engineer this paradigm shift? It's -- I don't think it's
3 enough that we're meeting the goals of CAPTI, if they
4 don't engineer this kind of profound shift.

5 Don't -- I have two -- well, I have a question
6 and a comment for you.

7 You answered in part in response to Board Member
8 Takvorian and De La Torre sub-specifics about how to
9 prioritize or rearrange projects in the pipeline. And
10 I -- I maybe expand the focus, and I think that would be
11 something that I'd like to see us continue to talk about
12 going forward: What can we do differently to make sure
13 that the projects we really want go forward and that
14 they're -- or they're reconsidered in the way to make them
15 go forward. Do we need to do more than that to slow them
16 down or otherwise rearrange them?

17 One thing you said that intrigued me - and maybe
18 we just put this off till the next session - you said one
19 of the things on your agenda is identifying the future of
20 the state highway system. What do you mean by that?

21 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,
22 Board Member. Thanks for giving me an opportunity to
23 address that, since we didn't get to dive into the "Next
24 Steps" slides in detail. I believe you're referencing
25 something listed on the looking-forward slide.

1 In terms of the future of the state highway
2 systems, this is listed in the original CAPTI report. We
3 acknowledge that, much as the conversation here has talked
4 about, that the role of the state highway system and how
5 we use it needs to significantly change to meet these
6 goals.

7 So I think what we're alluding to there is how do
8 you manage the system differently, how do you move more
9 people through that system with less emissions, how do you
10 price the system differently? And when I say price, I
11 don't just mean tolling on the system. I mean who is
12 paying how much, what transportation burden are they --
13 are they -- cost burden are they taking on, that relates
14 to, you know, how transit moves on the system.

15 So it's really alluding to the broader shift. I
16 think -- I believe one of the public commenters, Matt
17 Maloney from MTP, brought this up that -- this is just --
18 this is beyond just looking at highway expansion projects
19 and reducing those projects. But thinking about still
20 providing a functional transportation system, and thinking
21 about the management of the state highway system is a big
22 part of that.

23 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you.

24 CARB CHAIR RANDOLPH: Okay. Thank you.

25 Dr. Pacheco-Werner.

1 CARB BOARD MEMBER PACHECO-WERNER: Thank you so
2 much. I have really appreciated all this conversation and
3 the public comment as well.

4 I think -- I have two questions. One, Darwin,
5 you made a comment when responding to Board Member
6 Takvorian's questions about the funding you need to stay
7 in place for existing highways. So maybe I heard that
8 wrong. But it seemed like you were talking about like
9 there are two different ways in which funding needs to be
10 looked at that seemed like separate, that the highway
11 funding seems separate from the conversation. So I just
12 wanted to learn a little bit more about that comment.

13 And then also you said there will be more
14 analysis in the CAPTI, the full report, around jobs; and I
15 was wondering if some of that will also include using some
16 of the census data or your own data on how many people are
17 actually employed and living in the areas where we're --
18 where these projects are being funded. One of the things
19 that, you know -- you heard a lot about the commenters
20 from Fresno, which is where I'm from, and one of the
21 things that's very curious about that specific project is
22 that those surrounding communities -- while the project is
23 being targeted for the economy in the surrounding
24 communities, there were 90 percent of those jobs actually
25 were going to people that were living outside of that

1 area. And so I just wanted to learn more about what we
2 expect to see under -- on the jobs-front and then if you
3 could speak a little bit more about the hallway funding
4 separation.

5 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
6 much, Board Member, for those questions.

7 I think to your first question about the funding
8 makeup, so what I was speaking to earlier was the fact
9 that a large portion of the overall State investments
10 under CAPTI under the seven programs goes to the State
11 Highway Operations Program, the SHOP that is mainly for
12 maintenance and operations. And so really envisioning
13 those dollars as being the driver of VMT reduction is
14 rather -- is rather challenging and not necessarily the
15 intent of those dollars, although I did acknowledge the
16 opportunities we do have there that we're working on.

17 In terms of your question about jobs,
18 unfortunately in terms of limitations of the data, the
19 direct jobs that are measured we don't have data on
20 whether or not -- or where the location of demographic
21 data, where the location of those individuals and those
22 jobs are from and where they're living. But in terms of
23 the indirect jobs analysis, a lot of the indirect benefit
24 from projects jobs analysis, that would be in the
25 community. So, you know, that's more location -- location

1 specific. So we can infer that there's definitely
2 benefits coming to those communities where those projects
3 are located.

4 And, yes, certainly happy to give you more
5 information on that analysis when the report is out.

6 CTC EXECUTIVE DIRECTOR TAYLOR: And, Darwin, can
7 I add a little bit to your discussion about the SHOPP.
8 And when we talk about what's maintenance, I think it's
9 important to define the types of projects and in giving
10 samples of those types of projects that we're talking
11 about.

12 When we talk about there's a subset of funding in
13 SB 1 that's for Fix It First, we're talking about
14 maintaining our bridges so they don't fall, we're talking
15 about maintaining our roadways so that the safety issues
16 that come with pavement and asphalt being kicked up
17 because they're in a state of disrepair aren't happening,
18 and we're talking about safety improvements. We're also
19 talking about drainage. We saw -- during our atmospheric
20 rivers we saw some of our culverts wash out. At the
21 Commission we saw our emergency reservation jump from a
22 little under a billion to almost 2 billion dollars worth
23 of damage. And so those are the types of things that
24 we're talking about when we talk about how we maintain the
25 roadways, really keeping it safe for the traveling public.

1 CARB CHAIR RANDOLPH: Okay.

2 CTC VICE CHAIR GUARDINO: Thanks for emphasizing
3 that, Executive Director Taylor.

4 And I would just mention another best practice
5 that we've tried to take on at the CTC is to not stay in
6 Sacramento for our hearings. When I joined the commission
7 17 years ago we had about seven public hearings lasting
8 two days each a year. And six of the seven would be in
9 Sacramento, and once a year we would go out to somewhere
10 else. It's inverse now. Six of the seven times we're in
11 one of those 482 cities and one of the different 58
12 counties, and once we're in Sacramento. So that when
13 we're in Madera County three weeks ago, we're experiencing
14 what Madera residents are dealing with on a daily basis.
15 And it's -- I believe it's been eye-opening for this
16 commissioner.

17 CARB CHAIR RANDOLPH: Dr. Balmes.

18 CARB BOARD MEMBER BALMES: Thank you, Chair.

19 So one advantage of coming late to the dais
20 spiels is mostly what I wanted to say has already been
21 said, so I'll be brief.

22 So first of all I want to thank Darwin and
23 CalSTA's staff for, A, a good presentation, B, for being
24 willing to be responsive to the questions and comments
25 from the board. I want to thank all the public speakers,

1 and especially NRDC and NextGen.

2 So I think we all agree that aligning
3 transportation events investments with Scoping Plan is
4 necessary to meet our very heavy lift VMT-reduction goals.
5 And so unless I'm living in an alternative universe, one
6 of the big parts of the paradigm shift that Board Member
7 Reacts suggested would be major -- underlying major
8 investment in public transit. And this is the alternative
9 universe at least in the Bay Area. You know, mass
10 transit's fallen off the cliff, you know. We can talk
11 about increased use of public transit to decrease motor
12 vehicle VMTs. But, you know, not just a little bit. It's
13 like major investment that's required.

14 So I guess I need -- you don't have to respond to
15 this, Darwin. But I think for our combined -- the board
16 and commission and HCD, for that matter, we need to really
17 come to grips with the fact that public transit is
18 underfunded. It was underfunded before the pandemic, and
19 now it's really underfunded. So that's number one.

20 And that number two is the whole equity issue,
21 which I'm glad my fellow board members have -- and
22 commissioners have brought up. I heard a presentation
23 yesterday -- you know, I'm a Cal Berkeley faculty member,
24 and I heard a presentation from environmental engineers
25 which, you know, talked about the fact with data to show

1 that while the air is getting much cleaner in California,
2 the disparity between low income communities of color and
3 more white affluent communities haven't gone away at all.
4 It's just everything's going down in parallel. And what
5 is the driver for that? It's mostly motor vehicle --
6 motor vehicles and, you know, VMTs. And it's actually
7 more important -- gas-powered light-duty vehicles are
8 actually more of a problem than heavy-duty vehicles. I'm
9 all about reducing dirty diesel. We have to do that. But
10 in terms of the -- there's more air pollution that comes
11 from gas vehicles than from the heavy-duty vehicles in
12 total, just because there's so many more motor vehicles.

13 And we always talk about getting rid of the
14 diesel trucks in low-income communities of color. But the
15 freeways go through those communities too. So we can
16 have -- matter of fact these folks -- these colleagues of
17 mine at Berkeley showed that if we made everything
18 electric, there'd still be disparity because of exposure
19 to tire and brake.

20 So I think investment in public transit is
21 actually an important part of the picture, both for
22 meeting our VMT reduction and climate goals, but also for
23 our equity issues in terms of health.

24 So my last two things were -- I want to endorse
25 thinking more about roadway pricing because in various

1 jurisdictions around the world they've been very
2 successful. So I think I would like to see more specific
3 goals and metrics on roadway pricing, you know, for the
4 future steps. And then I totally endorse the call for a
5 focus on VMT reductions and, you know, a rethinking of our
6 transportation system for our next meeting.

7 Thank you.

8 CARB CHAIR RANDOLPH: Commission Falcon. Fall
9 awe finance awe Wednesday your team for a very author'

10 CTC COMMISSIONER REYES FALCON: Thank you, Chair
11 Randolph. And thank you, Darwin and your team, for a very
12 thorough presentation, and to all of the commenters.
13 Appreciate all the thoughtful comments and the comments
14 from my colleagues from CARB and from CTC.

15 I don't want on add too much to all the
16 thoughtful comments that were made by my colleagues. But,
17 you know, as we're looking at -- and, first of all,
18 congratulations to -- you know, to the achievements so far
19 on trying to reduce VMT and implementation of CAPTI. But
20 it also does lay bare the work that is ahead of all of us,
21 not just one or two agencies. We have to do this
22 collectively.

23 And the one thought I had as I was listening to
24 my comments -- my colleagues, especially on the equity and
25 looking at things holistically, changing, you know,

1 paradigm -- a paradigm shift, more and more, you know, as
2 I listen to projects and how they connect to the needs of
3 people, is that relationship between land use and
4 transportation, how to get folks to where they need to go.
5 That is -- that is the crux of what we look at, right.
6 And so in a -- regions are trying to implement SB 375, a
7 suggestion, you know, as we look at meaningfully
8 implementing further reductions of VMT and getting folks
9 to reduce their vehicle usages, how land use is responding
10 to our collective desire to reduce VMT.

11 And how are we looking at that strategically?
12 How are we looking at the behavior and the population
13 going into 2030? So I was looking at a statistic right
14 now for the master plan for the aged. And by 2030, a
15 quarter of our population will be aged; myself included,
16 by the way. How are we going to respond to that? How do
17 we match our land use and our transportation to serve
18 these folks, including myself, as we typically when we
19 look at transportation we're trying to get folks to their
20 jobs. Well, how are we also looking at population that
21 needs to get to their doctors' appointments, right, for
22 example, or get food on their table, or where they live?
23 Are we locating housing for the aged close to transit
24 corridors? Does it make sense for them? Right. And how
25 do we make it comfortable and safe?

1 So I don't want add too much to what's been said
2 except for, you know, I think as we look to the next --
3 our next efforts as it relates to reduction of VMT is that
4 we look at strategically how we're incorporating land use.
5 And I think it goes beyond agencies that are here and
6 Caltrans. I think we need to look at, you know, what does
7 the Strategic Growth Council say, right, for example.

8 So I think if we really want to be meaningfully
9 doing this work, that we need to include more players at
10 the table.

11 So thank you.

12 Oh, one more question. When we were looking at
13 the VMT calculation, does that include -- and I think Vice
14 Chair Guardino asked this and I missed the answer -- did
15 that include local streets and roads in your VMT
16 calculation?

17 CalSTA DEPUTY SECRETARY MOOSAVI: So the
18 calculations that went into the MTI study looked at VMT of
19 various different project types depending on what was
20 funded. So where local road expansion, for example, or
21 other operational improvements were funded, there was a
22 VMT attribute assigned based on research of the average
23 amount of VMT increased or reduced of that roadway. So
24 including local roads where we funded those types of
25 projects.

1 CARB CHAIR RANDOLPH: Thank you.

2 Board Member Guerra.

3 CARB BOARD MEMBER GUERRA: Thank you, Chair. Let
4 me go through my points here.

5 Number 1, I agree with Board Member De La Torre
6 here. I represent an area that has a lot of industrial
7 movement, and so we are trying to do everything we can to
8 move the heavy freight off of areas like Stockton
9 Boulevard and keep them on the areas of 99.

10 To that point -- the second point on the VMT
11 side -- and Stockton Boulevard in Sacramento, by the way,
12 you know. People confuse that with Stockton, you know.

13 But -- and a lot of industrial corridors.

14 But on the VMT side I agree with my colleagues
15 here. Our next meeting should be about what are those
16 hard actionable decisions that need to be made about
17 prioritization, funding or shifting in funding. And then
18 I will probably -- I'll -- I don't need an answer on this,
19 but I would -- maybe my question, as more of a statement
20 to CalSTA, is that, has there been thought about something
21 doing -- this may be sacrilegious -- is moving funding
22 from some of these programs even to not only another
23 program but a completely other agency? And I'll bring up
24 the example here of the -- and maybe this parallels to the
25 next presentation, and that's the REAP program -- REAP

1 2.0. People drive because they have very limited housing
2 choice decisions. And I will credit and I -- I credit the
3 advocacy of the Sacramento Area Council of Governments for
4 their Green Means Go Program that advocated for this type
5 of resources.

6 But when you look at the REAP program it's HCD,
7 Strategic Growth Council. But nothing -- but we don't see
8 the CTC involved in that funding of that program. And
9 that's digging into our major commercial corridors, our
10 boulevards, where we're having to rip up the roadways to
11 put in the infrastructure to actually make housing even
12 viable.

13 So what I'd like to see is how we can actually
14 make commercial corridors which we know retail is dying or
15 we can actually get housing close to the job centers, and
16 revisit that, versus what I think Dr. Shaheen mentioned,
17 the in -- capacity inducing challenges of reducing VMT by
18 people driving 50 miles. So I think that would support
19 our local cities and counties much more. So I know it may
20 sound extreme. But should we be looking at moving money
21 more towards the REAP? Maybe that makes, you know,
22 Board -- our HCD director happy. Or even to the LPP,
23 changing the structure of that, so that it focuses more on
24 infill and more on areas where it will actually support
25 the transit lines, because density on these corridors are

1 partly why the transit lines are falling apart.

2 So let me stop there and say that -- I think our
3 next meeting is on that. But I'd like to actually see if
4 CalSTA would consider how would that look if we made some
5 drastic changes in where our funding pattern goes.

6 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,
7 Board Member.

8 And I think -- in terms of considerations of
9 funding I think, just stepping back, it's important to
10 acknowledge that the purpose of this particular effort and
11 CAPTI was to look within the bounds of our existing
12 funding framework and think about, you know, how we -- how
13 we make shifts there. So I can't, you know, speak to
14 anything beyond that in terms of greater efforts.

15 But to your point about REAP, I think that
16 investment and that program, particularly REAP 2.0 and the
17 investment there, is an acknowledgment of the influence of
18 those investments. So I think it's important to note
19 that, you know, all these different sets of funds have
20 various different purposes and we're put toward those
21 purposes for a reason, many of which are statutorily or
22 even constitutionally directed in terms of where they go
23 on our thought to say that other sources of funding aren't
24 important. But right now we're focused on how do we use
25 the existing framework that we have and maximize those

1 investments towards these uses, but the best uses for
2 where the dollars were intended by the Legislature and the
3 Governor.

4 CARB CHAIR RANDOLPH: Thank you.

5 Commissioner Lugo.

6 CTC COMMISSIONER LUGO: Thanks, Chair Randolph.

7 I know -- I had to step out for a work call, so I
8 missed some of the context at the discussion. But I think
9 that's never stopped an appointee in the past, so I'm just
10 going to charge ahead with making some comments. And I
11 will be brief.

12 So, I'm a cultural anthropologist. And, you
13 know, we're the kind of researchers who don't usually have
14 findings that are actionable in policy processes, and --
15 but I do have something that I think is relevant here in
16 terms of the fact that infrastructures, you know, are
17 these living systems, right. We talk about them as though
18 they are -- especially in transportation, we tend to talk
19 about what it is that they'll do in the future. Like when
20 we make an investment, it's -- you know, oh, it's going to
21 change roadway behavior in this way, it's going to induce
22 VMT in this way. But there's also a reality that the
23 investments we make in infrastructure have more immediate
24 effects, right, in terms of jobs and things like that.

25 And I think that if we could get to -- in terms

1 of paradigm shift, if we could get to a place of speaking
2 more holistically about what it is that is happening with
3 our infrastructure investments across the Board so that
4 instead of being more focused on certain kinds of effects
5 like, you know, the air pollution effects and induce VMT,
6 we could also be thinking about, well, what do these
7 systems work well for now? You know, building highways is
8 a pathway to a solid job. That means a lot to a lot of
9 people in our state. So what are we thinking about? And
10 this is me speaking as a participant in the sustainable
11 transportation advocacy landscape. What are we projecting
12 as the future of sustainable transportation that is going
13 to similarly support the economic health of working
14 families? Because I think unfortunately we've tended to
15 focus more on how we're going to save money with
16 sustainable transportation infrastructure. And I think we
17 need to start talking about how we're going to spend
18 billions of dollars. But it's not going to be on
19 highways. It's going to be on our comprehensive, you
20 know, active transportation networks, it's going to be on
21 the rail projects, it's going to be on all the people we
22 need staffing in the system so that they work. Because I
23 can tell you as an EV driver, having a charger there isn't
24 enough if you don't have someone there to help you out in
25 case it's not working.

1 So how can we be talking about infrastructure as
2 this living, breathing thing that involves a whole lot of
3 people to build it, maintain it? It's like in some ways
4 we talk about it that way, you know. It's right there in
5 the name of SHOPP, State Highway Operations, you know,
6 P-P.

7 But then in other ways we don't talk about some
8 of these aspects. So I would just love to see us, you
9 know, using this finding from -- you know, I'm not the
10 only anthropologist who has studied human infrastructure
11 and social infrastructures and infrastructures, this
12 living thing. How could that idea of it help us to see
13 more clearly who's benefiting, who's not benefiting, and
14 who we want to see benefiting in the future, and come up
15 with some plans that are going to bring everybody along.
16 I would love to see that happen.

17 So -- not to keep us from lunch. Thanks.

18 CARB CHAIR RANDOLPH: Thank you, Dr. Lugo. That
19 was -- I liked that system perspective. That was
20 really -- really interesting.

21 Okay. So I think as we typically do at the end
22 of these joint meetings, we will do a little wrap-up and
23 kind of talk about next steps. There's testimony I hear a
24 lot of interest in doing a deep dive into how we can take
25 action to reduce VMT, understanding the SB 150 report.

1 And so I think there's an opportunity to do that.
2 We only meet twice a year, so I don't that we can devote
3 an entire meeting to that one topic. But that's something
4 we can absolutely consider along with our CTC partners.

5 For instance, I've been asking for a while for a
6 conversation about the 671 report. And so I think there's
7 an opportunity to do that. And of course there's sort of
8 VMT adjacent topics like road pricing and housing, as was
9 mentioned earlier.

10 So we can give some thought to how best to tee up
11 these topics at future meetings.

12 And with that, I think we're going to take a --
13 since we are extremely behind time, I think we're going to
14 take a 45-minute lunch break, which would put us back
15 here -- can somebody do some math for me -- at 1:25. So
16 we'll do 47 minutes. 1:25

17 Thank you very much.

18 (Off record: 12:38 p.m.)

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

1 A region's RHNA plan, which is certified by HCD,
2 is required to be consistent with the region's sustainable
3 communities strategy, which is accepted or rejected by
4 CARB. Today's presentation provides a useful basis for
5 our agencies to continue working toward advancing our
6 respective goals through greater alignment of these two
7 processes.

8 Next, CTC will present its work of updating its
9 guidelines for regional transportation plans, or RTPs.
10 The guidelines explain how regions can develop their
11 regional transportation plans to be consistent with
12 Federal and State planning requirements. They also
13 present an opportunity to provide additional guidance,
14 above and beyond planning requirements, for RTPs to set
15 the stage for long-term sustainable development, VMT
16 reduction, and helping equitable growth patterns.

17 CARB has a responsibility for evaluating a
18 critical component of every regional transportation plan -
19 the sustainable communities strategy. Under SB 375, CARB
20 evaluates whether to accept a determination that the
21 sustainable communities strategy, if implemented would
22 meet the region's greenhouse gas reduction target set by
23 CARB for light-duty trucks and cars.

24 CARB has been working closely with CTC in the
25 work of updating the RTP guidelines, and we look forward

1 to continuing that partnership.

2 Finally, Ma'Ayn Johnson with the Southern
3 California Association of Governments will provide a
4 practitioner perspective, detailing how SCAG pursues its
5 goals for the climate, health and equity through both
6 processes, the RHNA plan and the Regional Transportation
7 Plan.

8 Both of these processes, the RTP and the RHNA,
9 are tasked with multiple complex goals that overlap in
10 some cases and may be seen as competing in other cases. I
11 encourage this joint body to use today's discussion as an
12 opportunity to explore how we can improve both processes
13 to better advance multi-objective planning that produces
14 not only the completion of the plans, but the
15 implementation of real sustainable communities.

16 I will now turn it over to staff for the
17 presentations.

18 Oh, I forgot. Director Velasquez wanted to say a
19 few words. And he told me he wanted to say a few words,
20 and then I completely forgot.

21 Director Velasquez.

22 HCD DIRECTOR VELASQUEZ: Thank you, Chairwoman.

23 I'm going to turn it over to Megan Kirkeby, our
24 Deputy of Housing Policy, and then she will turn it to Ms.
25 Osterberg that will do the presentation on RHNA reform.

1 But I wanted to just remind everybody that in the
2 context -- you know, the backdrop of this RHNA
3 conversation is that we are short of housing by 2.5
4 million homes that we should plan for and build roughly in
5 the next seven years across the state. This number is
6 also consistent with the 6-cycle RHNA numbers that are on
7 their way right now for the 8-year cycle -- 6-year cycle.
8 And this is also consistent with the allocation that each
9 region and then cities plan for the current cycle.

10 Now, you may have seen probably in reports in the
11 news that this current RHNA cycle, the volume has been
12 somewhat controversial, that, you know, it's been a real
13 shock for many, many cities. Just to give you -- I always
14 like the example of Beverly Hills, that they have to plan
15 for three homes in the fifth cycle -- in the fifth cycle.
16 And now I was either shocked that now they have to plan
17 for a few hundred more homes in the current cycle. So
18 this is why many, many cities get really shocked when they
19 see the amount of housing that they need to plan for.

20 And it's not only that, but Governor Newsom and
21 this State Legislature have been clear that this is a
22 contract, that this is contract between the State,
23 regions, cities and that is an imperative to plan through
24 housing elements and through the certification of these
25 housing elements by the State for this housing across the

1 income spectrum.

2 And so we are -- this presentation will be a
3 report that we're preparing for the Legislature in order
4 to propose or recommend certain changes to the way that we
5 estimate RHNA. But it is important to say that all of
6 this is in like great alignment with the purpose of this
7 committee, with ARB and CTC, because this housing has to
8 plan for in a way that reduces racial and economic
9 disparities across the state, and in a way that reduces
10 vehicle miles traveled, that housing that is done in the
11 right locations - not if the housing is created but how
12 the housing is created and where the housing is created -
13 those are imperatives in the current RHNA cycle and it's
14 embedded in each and every one of the housing elements
15 that we certify. A lot of these housing elements are yet
16 to be certified. That's another controversy that is going
17 on, because the bar is high. The bar is high in order to
18 meet climate goals, the bar is high in order to meet
19 equity goals.

20 And so I look forward to your input about how
21 this process is going. But I just wanted to, you know,
22 clarify the important connection between this work and our
23 climate goals that is on their way. And thanks to all the
24 regions, the SCAG obviously being a top -- top on my list
25 of regions that are, you know, moving and cities that are

1 moving in the right direction to achieve this housing need
2 that we all need in the State.

3 Thank you, Madam.

4 HCD DEPUTY DIRECTOR KIRKEBY: Thank you, Director
5 Velasquez.

6 I'm Megan, our Deputy for Housing Policy for HCD.
7 And I have the nice pleasure -- and I hope everyone gets
8 this in their career, but I got to work on -- my first job
9 at HCD was working on the 6-cycle RHNA that we are quite
10 proud of I think today. And I have the distinct pleasure
11 of getting to pass on that work to people who are much
12 smarter than myself, who can take it even further than
13 we've been before.

14 But, you know, just to underscore what Director
15 Velasquez was saying, absolutely if you are not planning
16 for, accounting and affirmably working to meet your
17 housing needs, then you are not maximizing your transit
18 ridership, your trip reduction, your VMT reductions and
19 your equity obligations as a local or regional government
20 to ensure that every community has access.

21 And so I think you'll enjoy the presentation
22 today. But I will say, you know, RHNA is not loved by
23 all.

24 (Laughter).

25 HCD DEPUTY DIRECTOR KIRKEBY: As many -- as many

1 change implementation strategies, RHNA is essential. If
2 we are not meeting our housing need, we cannot succeed as
3 a state. And while this work is essential, we know that
4 that change is hard. It is going to feel different at
5 times. And so I'm not going if hide the ball and pretend
6 that everyone is as in love with this 6-cycle RHNA as I
7 am.

8 (Laughter).

9 HCD DEPUTY DIRECTOR KIRKEBY: But I think -- I
10 think you'll see from the presentation why this work is so
11 essential and why that change is really necessary. And of
12 course we're not to the end of the road yet and still
13 looking to really make sure that we have good insight into
14 all the dynamics at play before we get started on our next
15 big 8-year cycle, the 7th cycle.

16 So thanks.

17 Annelise. Go ahead.

18 (Thereupon a slide presentation).

19 HCD SENIOR HOUSING SPECIALIST OSTERBERG: Thanks,
20 Megan.

21 Hello, everyone. My name is Annelise Osterberg
22 and I am a senior housing policy specialist at HCD.

23 CTC VICE CHAIR GUARDINO: Would you mind speaking
24 up just a little bit. We're hanging on your every word.
25 But we want to hear it.

1 HCD SENIOR HOUSING SPECIALIST OSTERBERG: Is this
2 better?

3 CTC VICE CHAIR GUARDINO: Yes. Thank you.

4 HCD SENIOR HOUSING SPECIALIST OSTERBERG: I'm
5 here to give you an update on the California's Housing
6 Future 2040 initiative through which HCD is developing
7 recommendations for how to improve the Regional Housing
8 Needs Allocation process, also known as RHNA.

9 Through this initiative we have gathered input
10 from a variety of stakeholders on ways that HCD and the
11 Legislature can improve RHNA for the 7th cycle and beyond.
12 The name California's Housing Future 2040 reflects the
13 fact that all regions in California will finish their 7th
14 cycle RHNA by approximately the beginning of 2040. And so
15 through this process, we are now turning our eyes towards
16 planning for the home that will meet California's housing
17 needs by 2040.

18 In today's presentation, I will first give a high
19 level overview of the RHNA process. I'll then discuss our
20 process to date implementing the California's Housing
21 Future initiative, and then I will highlight some of the
22 key themes that have emerged from our conversations with
23 stakeholders including those at the intersection of
24 housing and transportation planning.

25 Next slide.

1 --o0o--

2 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So
3 again, to start off today I'm going to first provide a
4 quick overview of what is RHNA and how it helps achieve
5 the State's housing and climate goals.

6 Next slide.

7 --o0o--

8 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So
9 again RHNA stands for Regional Housing Needs Allocation
10 process. It is a component of California's broader
11 Housing Element Law.

12 Broadly speaking, RHNA is a process by which HCD
13 quantifies the housing need in each region of the state
14 over a period of time, usually an 8-year cycle. RHNA is
15 not a prediction of building permit construction or
16 housing activity. It's not a ceiling of potential housing
17 market demand or production. And importantly, it's not
18 limited due to existing land-use control, as rezoning is
19 often necessary to accommodate the RHNA.

20 The RHNA process has been around since the 1970s
21 and it has required that all cities and counties plan for
22 the housing needs of Californians. RHNA has always been
23 rooted in fair housing, and its focus has been on reducing
24 concentrations of poverty and segregation through
25 planning.

1 In recent years the law was updated to
2 incorporate principles of Affirmatively Furthering Fair
3 Housing or AFFH. And the RHNA process is also called out
4 in the reparations report as a key tool for addressing
5 racial injustices in California.

6 Next slide.

7 --o0o--

8 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So
9 through the RHNA process, HCD estimates the amount of
10 future housing needed statewide. And after that, each
11 regional government comes up with a plan for distributing
12 that housing need among each of the member jurisdictions.
13 When allocating the RHNA, Councils of Governments, or
14 COGs, are required to develop a methodology that furthers
15 five statutory objectives, which are listed on this slide.
16 These objectives represent the main principles that RHNA
17 is designed to promote.

18 The five objectives include:

19 One, increasing the supply and mix of housing
20 types in an equitable manner; promoting infill
21 development, the protection of environmental resources,
22 and the achievement of the region's greenhouse gas
23 emission reduction goals; promoting a better jobs/housing
24 balance; allocating more lower income housing to higher
25 income areas; and then, lastly, Affirmatively Furthering

1 Fair Housing.

2 And it's important to note that all of these
3 objectives not only help us meet our housing goals, but
4 also help to ensure that regions are working to address
5 their climate change goals during the RHNA allocation
6 process.

7 So; for example, the first example is focused on
8 promoting a greater density and mix of housing types,
9 which is key to supporting transit-rich walkable
10 communities.

11 The second objective directly focuses on a range
12 of environmental concerns and promotes alignment between
13 RTP SCS and RHNA.

14 The third objective is focused on putting more
15 housing near job centers to allow people to drive less and
16 reduce their vehicle miles traveled.

17 The fourth objective, which requires RHNA
18 allocations to balance disproportionate household income
19 distribution, is similar to the third objective. The more
20 that our communities are stratified by income, the longer
21 commutes become for low-income families, such as gardeners
22 or childcare providers or other service workers.

23 And then lastly, with AFFH, as all our agencies
24 know from our equity work, shaping regional planning with
25 an equity lens is a tide that raises all boats and leads

1 to better outcomes for everyone. But particularly the
2 disadvantaged community is most impacted by the effects of
3 climate change.

4 And so, in summary, the RHNA process represents a
5 key tool for achieving both the State's climate and
6 housing goals by promoting equitable and efficient
7 development patterns across the state.

8 Next slide.

9 --o0o--

10 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So next
11 I'm going to provide an update on the work that HCD has
12 done over the last year to implement the California
13 Housing Future 2040 initiative. I will provide an
14 overview both to the stakeholder engagement that we've
15 done as well as some of the themes that have emerged from
16 the engagement.

17 Next slide.

18 --o0o--

19 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So for
20 context, AB 101, passed in 2019, directed HCD to conduct
21 stakeholder engagements and develop recommendations on how
22 to improve the RHNA process. AB 101 directed HCD
23 specifically to focus on recommendations that could
24 promote and streamline housing development and
25 substantially address California's housing shortage. Due

1 to the requirements of AB 101, HCD is required to submit a
2 report to the Legislature summarizing its finding and
3 recommendations by December 31st of this year.

4 Next slide.

5 --o0o--

6 HCD SENIOR HOUSING SPECIALIST OSTERBERG: This --
7 oh, sorry. Go back, yeah.

8 This timeline summarizes the process the team has
9 engaged in over the last year. The initiative included
10 three main faces. The first was a four-month intensive
11 stakeholder engagement period, which is in orange. Then
12 for the next three months our team worked to summarize
13 stakeholder input and draft our recommendations report,
14 which is in white. And we are now currently in the
15 leadership approval stage, which is in blue.

16 I do want to note that their recommendations
17 report is fully drafted and currently under review by
18 leadership. So we are providing a preview today of what
19 we heard through the stakeholder process. But we are not
20 at this point able to gather additional feedback.

21 Next slide.

22 --o0o--

23 HCD SENIOR HOUSING SPECIALIST OSTERBERG: This
24 slide summarizes the main strategies that we used to
25 conduct stakeholder feedback during the last year. In

1 early March we launched the intensive stakeholder
2 engagement period with a public kickoff webinar that
3 described the ways stakeholders could participate. At the
4 same time we launched a public email inbox and a survey.
5 The survey was open for eight weeks and received 350
6 responses. About 40 percent of the survey responses were
7 from local governments, 10 percent from private residents,
8 and the remaining 50 percent were from a variety of other
9 interested stakeholders.

10 Next we convened a group of approximately 30
11 stakeholders to what we called our sounding board, which
12 was focused on brainstorming ideas and recommendations on
13 in-the-weeds policy questions around RHNA implementation.
14 The sounding board included academics, advocates, local
15 and regional government representation, and State and
16 Legislature stakeholders.

17 We also held approximately 30 one-on-one
18 listening sessions which stakeholders have specific
19 expertise in certain topics that relate to RHNA. In these
20 sessions we talked with a wide range of stakeholders
21 including other State departments such as CARB, CalSTA,
22 Caltrans and CTC.

23 And then lastly we presented at the CARB, CTC,
24 HCD joint meeting in April and received feedback on issues
25 related to land use and transportation policy. HCD

1 considered the comments shared at the April joint meeting
2 as it drafted its recommendations report which were
3 particularly helpful as we wrote sections of the report
4 regarding encouraging housing and infill locations near
5 jobs and daily destinations.

6 Next slide.

7 --o0o--

8 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So that
9 summarizes the main components of the California's Housing
10 Future 2040 initiative. So next I'm going to provide a
11 summary of some of the key themes that emerged from our
12 engagement.

13 Next slide.

14 --o0o--

15 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So
16 first there were a few high level themes that applied to
17 the overall RHNA process. One many stakeholders stressed
18 the urgent importance of meeting the housing need for all
19 Californians. We also heard a desire from stakeholders to
20 streamline the RHNA process and increase transparency.
21 And despite the housing element-related topics being out
22 of scope for this process, we did hear from many
23 stakeholders an interest in providing input on housing
24 elements.

25 Next there were a few themes that emerged on how

1 to improve the first step of the RHNA process, which is
2 the determination phase. This feedback included, one, the
3 importance of fully accounting for pent-up housing needs
4 of the existing population when making the regional
5 housing need determination; and, second, stakeholders
6 stressed the importance of fully accounting for the needs
7 of households at different income levels, including
8 extremely low-income and acutely low-income families.

9 And then, lastly, there were a few themes that
10 emerged related to the allocation stage of the RHNA
11 process.

12 First, stakeholders stressed the importance of
13 encouraging new housing near community assets and daily
14 destinations. Stakeholders noted that more consideration
15 is needed for housing as planned for in unincorporated
16 areas to promote our climate goals. Stakeholders express
17 interest in receiving additional guidance from HCD on how
18 to better balance, furthering the five statutory
19 objectives when allocating the RHNA. And then, lastly, we
20 heard a strong desire for further alignment of the RHNA
21 allocation process and the RTP SCS planning process.

22 Next slide.

23 --o0o--

24 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So next
25 I want to dig a little bit more into the specific themes

1 that emerged around RTP SCS alignment.

2 First, stakeholders stress the importance of
3 keeping the RTP SCS and the RHNA processes aligned.
4 Stakeholders emphasized that the changes made by SB 375
5 were really important and overall represented a
6 significant improvement in terms of how housing and
7 transportation planning is conducted in California. And
8 they emphasized that in order for us to solve our housing
9 and climate crises, it is essential that planners work
10 together across silos to ensure that more housing is
11 planned near transit and low VMT areas.

12 At the same time, stakeholders also identified
13 several areas where there are opportunities for better
14 alignment. Although support for some of these options was
15 mixed.

16 First, some stakeholders noted that there are
17 opportunities to better align the overall household
18 projections that underpin the RTP SCS and the RHNA. Both
19 the RTP SCS from the RHNA processes estimate the amount of
20 household growth that's expected over a period of time.

21 But the two estimates can vary significantly for a few
22 reasons. One reason is that the RHNA is required to
23 capture the needs of both the projected and the existing
24 population. Whereas the RTP SCS sometimes only captures
25 the needs of the projected population. So essentially the

1 RTP SCS calculates how many new people or households are
2 planning to move into the region over a period of time.
3 Whereas the RHNA also assumes that a certain number of
4 existing households that might be doubling up currently
5 due to extremely high housing costs will move out and form
6 separate households in the future.

7 And so essentially the RHNA is capturing a more
8 complete picture of what household growth will look like
9 if we are to make progress addressing a housing crisis.
10 So some stakeholders express interest in better aligning
11 the RTP SCS and the RHNA household projection to ensure
12 they both fully capture the housing need.

13 Stakeholders also noted that every eight years
14 the RTP SCS and the RHNA are both updated concurrently.
15 But due to the timing laid out in statute, the regional
16 housing need determination is not finalized until after
17 MPOs are close to or have already finalized their RTP SCS
18 gross projection.

19 And so we also heard interest from stakeholders
20 in moving up from the statutory deadline for providing the
21 regional housing need determination so that it can be
22 incorporated into the concurrent RTP SCS.

23 Stakeholders also noted that the RTP SCS and RHNA
24 don't always allocate projected household growth in the
25 same way. That is, the plans don't always allocate the

1 same amount of housing to the same cities. And so there
2 was interest in further aligning these processes and
3 making sure that both allocation patterns are promoting
4 similar policy goals and adequately aligned.

5 And then, lastly, stakeholders expressed a desire
6 for State agencies, including HCD and CARB, to collaborate
7 more closely on the implementation of RHNA and the RTP SCS
8 planning processes given the overlapping nature of the two
9 projects.

10 Next slide.

11 --o0o--

12 HCD SENIOR HOUSING SPECIALIST OSTERBERG: So that
13 is the end of my presentation today. And next I'll hand
14 it off to Brigitte.

15 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: Thank
16 you, Annelise.

17 Good afternoon, commissioners, board members and
18 executive leadership. My name is Brigitte Driller. I
19 serve as the Associate Deputy Director for Transportation
20 Planning at the California Transportation Commission. And
21 I'll be presenting on the draft 2024 Regional
22 Transportation Plan, or RTP guidelines.

23 And I'll wait to pause for my presentation to
24 display.

25 (Thereupon a slide presentation).

1 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: Great.
2 Thank you so much.

3 If you could move to the next slide.

4 --o0o--

5 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: I'd like
6 to start off with a little bit of background before I dive
7 into the guidelines themselves.

8 California is divided into regional agencies for
9 transportation, as you can see on the map here. That
10 includes metropolitan planning organizations, which
11 represent the State's more urban regions; and regional
12 transportation planning agencies, which represent the
13 State's rural counties. These regional agencies are
14 required by both State and federal law to prepare regional
15 transportation plans, which are long-range planning and
16 policy documents that convey the unique needs and
17 characteristics of a region.

18 These regional transportation plans are
19 implemented through various programming documents.

20 Next slide.

21 --o0o--

22 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: The
23 California Transportation Commission maintains guidelines
24 for the development of Regional Transportation Plans. The
25 Commission last adopted these guidelines in 2017, and we

1 have initiated an update to reflect changes in
2 legislation, update references, and revisit policy topics.

3 We maintain two separate versions of the RTP
4 guidelines, one for MPOs and one for RTPAs, since MPOs
5 have additional requirements for the development of their
6 respective RTPs.

7 So staff circulated a first draft of the RTP
8 guidelines for MPOs back in May. And then we held a
9 workshop in July to summarize what we had heard so far
10 throughout our public engagement process. And then we
11 spent another couple of months to incorporate all of the
12 feedback that we've received to date. And on October 6th,
13 we released a second draft of the RTP guidelines for MPOs
14 as well as a first draft of the RTP guidelines for RTPAs
15 for a 30-day public comment period.

16 Next slide, please.

17 --o0o--

18 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: This
19 slide provides an overview of the key milestones in the
20 RTP guidelines update process, and also gives on where
21 we're at in the process now and our next steps.

22 So as I mentioned, we are in the middle of a
23 public comment period for the current drafts that are out
24 for circulation. And we have requested that public
25 comments be submitted by November 6th, which is this

1 upcoming Monday, after which we will work to incorporate
2 the feedback that we receive into final draft versions
3 that we are planning to bring forward to our December
4 commission meeting. We are -- the Commission is
5 statutorily required to hold two workshops prior to the
6 adoption of the guidelines, one in Northern California and
7 one in Southern California.

8 And to satisfy this requirement, we'll be holding
9 a self-hearing at our December commission meeting in
10 Riverside and a north hearing at our January commission
11 meeting in Modesto.

12 Our plan is to bring forward the final guidelines
13 for proposed adoption to the Commission at our January
14 meeting following the north hearing.

15 Next slide.

16 --o0o--

17 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: So the
18 RTP guidelines bring together many different technical
19 areas and policy topics. And so we rely on a wide range
20 of subject matter experts and interested stakeholders to
21 help with crafting language for the guidelines.

22 Last year, Caltrans, who we partner with on the
23 update for the guidelines, developed several technical
24 work groups to inform specific sections of the guidelines,
25 and those technical work groups are listed on the slide

1 here.

2 And I'll note that CARB and HCD staff, and as has
3 been previously mentioned, are very engaged in multiple
4 work groups shown here.

5 Next slide.

6 --o0o--

7 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: And just
8 to highlight this point, the RTP guidelines are truly a
9 collaborative endeavor. So far in the process, we have
10 received comments from more than 30 organizations
11 representing State agencies, regional agencies, advocacy
12 organizations, and other types of agencies -- or other
13 types of organizations. And I expect that variety to grow
14 once we get through our current public comment period.

15 Our Caltrans team members are closely tracking
16 all of the comments that have been submitted. They
17 maintain a comment log on their webpage that shows the
18 comments that we've received to date, as well as our
19 responses.

20 Next slide.

21 --o0o--

22 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: So now I
23 would like to pivot to summarizing the key changes that
24 we've proposed for both versions of the guidelines. And
25 first, I will focus on the MPO version.

1 So the first bullet here is that we have updated
2 the guidelines to reflect the infrastructure investment in
3 JOBS Act. And in particular that act includes a new
4 recommendation that MPOs include a housing coordination
5 plan as part of their regional transportation plan. What
6 we've heard from our housing technical work group is not
7 to reinvent the wheel on this point. As you heard from
8 Annelise's presentation, California MPOs already
9 coordinate transportation and housing. And so rather than
10 create a new housing coordination plan, we've worked with
11 HCD staff to strengthen the existing connection between
12 the Regional Transportation Plan and the Regional Housing
13 Needs Allocation.

14 Next we have an update of the guidelines to
15 reflect the latest in federal transportation performance
16 management requirements. MPOs are required to set targets
17 and report on a suite of transportation performance
18 management goals. And when the commission last adopted
19 the guidelines in 2017, we were in the middle of the
20 federal rulemaking process for these transportation
21 performance management requirements. So we have gone
22 through the guidelines to ensure that what is reflected
23 there is consistent with the current requirements.

24 The third change for the MPO version of the
25 guidelines that I'll highlight is that -- is related to

1 the sustainable communities strategies process, which is
2 incorporated into the Regional Transportation Plan and
3 overseen by CARB. Since the guidelines were last adopted,
4 CARB has updated their program and evaluation guidelines
5 for the SCS. And so we've worked with CARB staff to
6 ensure that our guidelines are consistent with their SCS
7 evaluation guidelines, and also to add resources to the
8 RTP guidelines to support SCS implementation.

9 Next slide.

10 --o0o--

11 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: So next
12 I'll discuss some changes that affect both versions of the
13 RTP guidelines. And first I'll highlight that there are
14 no new statutory requirements for the RTPs that are
15 prepared by those regional transportation planning
16 agencies. But we have still gone through and evaluated
17 several policy topics where we have refreshed the
18 language. And I'll just highlight three here.

19 So first our Equity Engagement and health Work
20 Group has developed new language related to equitable and
21 inclusive community engagements, federal and environmental
22 justice initiatives, and consideration for individuals
23 with disabilities.

24 Next are climate change adaptation work groups
25 has pulled together numerous tools and resources related

1 to how we adapt our regional transportation system to the
2 impacts of climate change.

3 And lastly, since we last adopted the 2017 RTP
4 guidelines, the Governor's Office of Planning and Research
5 has updated their California Environmental Quality Act
6 guidelines, which now provide guidance on using vehicle
7 miles traveled as a measure of transportation impacts.
8 And so we have made sure that our guidance is consistent
9 with theirs.

10 Next slide.

11 --o0o--

12 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: So in
13 addition our RTP guidelines collect examples of innovative
14 regional planning that we hope can help inspire
15 exceptional regional planning across different agencies.

16 We have included a number of examples in the
17 draft RTP guidelines that are out for circulation. But we
18 know that there's a lot of good work happening in regional
19 transportation plans that would be great to highlight in
20 the guidelines. And so we are continuing to solicit for
21 any suggestions of planning practice examples. And in
22 particular I wanted to call out that we are looking for
23 more examples related to housing coordination, equity,
24 land conservation, and then rural examples for all
25 different policy areas.

1 Next slide.

2 --o0o--

3 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: So I'll
4 reiterate that we are currently accepting public comments
5 on both versions of the draft RTP guidelines through
6 Monday, November 6th. For anyone listening in who would
7 like to get more involved, these slides include a link to
8 our webpage, where you can find those RTP guidelines as
9 well as contact information for how you can get a hold of
10 us.

11 And even beyond this Monday. There will be
12 additional opportunities for public engagement, and we
13 would certainly be happy to talk at the staff level.

14 Next slide.

15 --o0o--

16 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: So that
17 concludes my presentation.

18 Thank you for your time.

19 And I will now turn it over to Darin Chidsey,
20 Chief Operating Officer at the Southern California
21 Association of Governments, to introduce our third
22 presentation.

23 DARIN CHIDSEY: All right. Well, thank you very
24 much. Darin Chidsey, Chief Operating Officer at SCAG.
25 Good to see you all. Thanks for having us here today.

1 Before I turn it over to my colleague, Ma'Ayn
2 Johnson, to talk specifically about our REAP 2.0 program
3 and the progress that we're making here in Southern
4 California, I first just wanted to offer some opening
5 comments.

6 Welcome to the SCAG region. We are honored to
7 have you here. And in your honor our board was busy at
8 work today back in Los Angeles, just about 50 miles west,
9 and adopted for approval and public release our next
10 Connect SoCal plan, which is our regional transportation
11 Sustainable community strategy plan. So it's in your
12 honor and we give it to you in your trip down here to
13 bring back and spread the good word.

14 But a couple things I did want to offer about
15 that plan, because we certainly are very excited about it.
16 I've worked at SCAG, as has Ma'Ayn, for many years. And
17 when we first started we certainly were a transportation
18 planning agency. And I think our relationship with the
19 CTC was always strong, with our county transportation
20 commissions were strong. But it was focused almost
21 exclusively on transportation planning. We certainly have
22 always done a growth forecast, and I think we were one of
23 the first in the nation going back, you know, 30 years to
24 really add jobs into that growth forecast, and we
25 developed what we called an integrated growth forecast.

1 And that was really presented to be a really
2 important, you know, policy vehicle for us to talk about
3 what the future of growth looks like in the region.

4 And so I just wanted to add some of those
5 comments because I know there is going to be discussion,
6 and rightfully so, about how do you better integrate RHNA
7 numbers into an SCS growth forecast. And it's a really
8 important conversation. There are some nuances that are
9 really critical to understand. And I think some of the
10 things that have changed it in more recent years and that
11 we always have had some focus on existing need but in the
12 SCAG region about two-thirds of our RHNA number was
13 existing need. That's certainly the reflection on the
14 importance that housing is in our region and how we need
15 to tackle that head on and make that really one of the top
16 regional priorities.

17 But at the same time, as we're thinking about
18 future growth, if two-thirds of our households are really
19 just trying to establish what should be there, we can't,
20 you know, fully integrate that to the same level because
21 that certainly could complicate what are our future
22 expectations of needs of growth around transportation,
23 travel, and has impacts certainly on the federal side.

24 So it's a complicated issue. We certainly look
25 forward to talking about that as we move through it in the

1 next couple years.

2 The other thing that I do think is really
3 important to note is we finished up our last Connect SoCal
4 right before we adopted the final RHNA, as is, you know,
5 established at the State. But one of the things that was
6 critical in that was that existing need number was based
7 on directly where the transportation investments are,
8 where the jobs are, and where we thought would be the best
9 opportunity to increase density in the region. And what
10 that has meant is that the last several years as we've
11 started to update our growth forecast with all the 191
12 cities and six counties that we work with here in Southern
13 California, that we're seeing about a 30 percent increase
14 in household projections in -- within those plans. That's
15 just the local input roll-up. So we think that's a great
16 accomplishment and it's something that's really important
17 to highlight, because it shows that the State policies
18 that you all are responsible for working through us is
19 really starting to resonate in a relatively short amount
20 of time here in the SCAG region. Remember when SB 375 was
21 adopted to today. You know, but we're 90 percent of the
22 housing units are already built, right.

23 So this opportunity to change land use takes
24 time. And so to have that kind of change in really just a
25 few short years I think dramatically shows the impact on

1 that.

2 But the other piece that couldn't have
3 happened -- that that work I don't think could have
4 happened is without the State's investment in housing. As
5 I started with, we've been a transportation planning
6 agency. We have since the mid-60s gotten resources from
7 the federal government to coordinate transportation
8 planning in Southern California, moving into RHNA for, you
9 know, since the seventies. But this was the first time
10 the State has actually granted specific resources to MPOs
11 to plan for housing. And without that, we couldn't have
12 done the work that's been done. So as Ma'Ayn talks about
13 the great work that has happened not just in REAP 2.0.
14 And taking, you know, those State level policies and
15 working into the regional plans and then getting to be
16 implemented at the local level.

17 Just an important reminder I think that goes back
18 to something Mr. Guerra said that -- earlier on the item
19 before, how do we think about funding housing differently
20 in the State and how do we start to have some sustainable
21 funding sources so MPOs and COGs continue to prioritize
22 housing planning with our transportation, and obviously
23 our air quality planning as well.

24 With that I turn it over to Ma'Ayn. But again
25 thank you for the time. We'll make sure everybody gets an

1 updated copy of our draft Connect SoCal plan so you can
2 show it off. It is over the 50 dollar gift guideline.
3 It's about \$750 billion of investments, but we do think
4 it's a worthwhile read.

5 MA'AYN JOHNSON: Thank you, Darin.

6 (Thereupon a slide presentation).

7 MA'AYN JOHNSON: Good afternoon. I'm Ma'Ayn
8 Johnson, Housing Department Manager at Southern California
9 Association of Governments. And as Darin mentioned, we do
10 regional planning. And as I go through my presentation
11 about REAP, I'll be talking about the impacts that we're
12 having through our regional planning and then taking REAP
13 and turning that action -- turning those plans into
14 action.

15 Next slide, please.

16 --o0o--

17 MA'AYN JOHNSON: So what SCAG does. I try to
18 explain to many people outside. But we're very familiar
19 with COGs and MPOs, so...

20 But just to go over the vision and plan for SCAG.
21 We have a very large region, 191 cities, six counties, and
22 19 million people. So we're not just the largest COG MPO
23 in the State. We're the largest MPO in the nation. So we
24 cover suburban, urban, rural, agricultural lands, coastal
25 inland. It's amazing that we reach a consensus. And as

1 Darin mentioned, we released our draft plan today, which
2 is an amazing feat on its own.

3 So we cover of course transportation as an MPO,
4 and we also cover housing as a cog. And part of our
5 visioning is to bring these two together along with equity
6 and environmental issues.

7 And we also provide collaboration and advocacy.
8 And as I mentioned, how varied our region is of these
9 tools. There isn't a one-size-fits-all approach for our
10 region. So when we develop programs, we do have to keep
11 it in mind that what works in maybe Imperial County, which
12 is more agricultural world, we'll have different needs and
13 definitions of the terms we use such as infill, what
14 constitutes a high quality transit area or frequency of
15 transit to service the community. Those definitions do
16 vary across our agency or a region.

17 And of course we also provide tools and
18 resources. I know in the last item there was some
19 discussion about -- especially in jurisdictions with fewer
20 resources that aren't able to engage in a regional plan,
21 let alone barely complete their housing element, for
22 instance. And so we try to provide tools and resources
23 that jurisdictions can use to develop their own local
24 plans. But also now with REAP the opportunity to engage
25 in the regional plan.

1 Next slide please.

2 --o0o--

3 MA'AYN JOHNSON: So our primary roles and
4 responsibilities, as we mentioned, we do the RTP SCS, also
5 known as our Connect SoCal plan. And then we do of course
6 our FTIP, Federal Transportation Improvement Program.

7 As we've just heard from HCD, there's the State
8 regional housing needs assessment. And as the COG, we're
9 responsible for developing a methodology for that number
10 given to us, and then we allocate to each individual
11 jurisdiction. And so they then develop their local
12 housing plans and their housing element to the plan for
13 these units.

14 We also serve as a regional data and information
15 center. So again this is very important for jurisdictions
16 that don't have the resources to look beyond their city
17 boundaries in order to realize, well, I'm greenhouse gas
18 emissions through local -- various land use and effective
19 land-use planning.

20 And of course a forum of -- for issues of
21 regional significance. So obviously post SB 375 we're not
22 just talking about transportation and land use in separate
23 spheres. We're bringing these together along with
24 environmental considerations and equity.

25 Next slide, please.

1 --o0o--

2 MA'AYN JOHNSON: So the RHNA methodology. And as
3 I mentioned -- well, Megan may like it, but I'm kind of
4 mixed on that. So our RHNA methodology. For the 6th
5 cycle RHNA, SCAG was assigned 1.3 million units. This
6 represents both existing and projected need. So in past
7 cycles, just to give you a sense, our 6th cycle plan, it
8 was different. It was 412,000 units. So there was some
9 sticker shock across the region, first some jurisdictions.
10 But we looked at it as how can we help further our plan
11 and meet the objective of RHNA, and also need goals that
12 the Connect SoCal plan is trying to further as well. And
13 so we connected this. This is moving the needle
14 essentially.

15 So we allocated, not just on projected household
16 growth as we did in prior plans. But as Darin mentioned,
17 we look at job access, transit access, we look at equity,
18 we look at disadvantaged communities, in order to further
19 our objectives. And there's multiple ones as HCD staff
20 had mentioned, promoting infill, reducing greenhouse gas
21 emissions, promoting accessibility to jobs, and
22 furthering -- affirmatively furthering for housing and
23 equity. Because the RHNA is really just a number. It's a
24 projection. And so it's through the housing elements at
25 the local level that determine where these units go,

1 whether or not they can increase access for housing, if
2 they have access to jobs and access to transit. Those
3 really make the difference in infill and reducing
4 greenhouse gas emissions and promoting equity.

5 And so SCAG's role in RHNA while we do --
6 traditionally it has just been for allocating a need. But
7 now we're developing plans and trying to turn those plans
8 into action.

9 Next slide, please.

10 --o0o--

11 MA'AYN JOHNSON: So I'll briefly put you on REAP
12 1.0, which is currently ongoing, but it will end soon.

13 So REAP 1.0 is actually very groundbreaking from
14 a regional perspective. At least it's SCAG.

15 So prior to REAP our housing program was just me.
16 And now we actually have a full department with about 11
17 people. And right now we're working on \$47 million worth
18 of grants - thank you, HCD. We've done over a hundred
19 projects so far. But this will be ending in the middle of
20 next year. So this has been a 3-year program essentially.
21 But it's very urgent. There's a critical need for
22 housing. And so we've developed a variety of programs to
23 help our subregion, for instance, take advantage of
24 economies of scale, tailor programs for jurisdictions to
25 develop and meet their housing element need. And then

1 there's also things such as outreach and engagement
2 programs that we've done. Grant application tested for
3 assistance and using existing programs and leveraging our
4 REAP funding with theirs to create even greater programs
5 that go beyond just the end date of the project itself.
6 Next slide, please.

7 --o0o--

8 MA'AYN JOHNSON: So I was just also taking a
9 quick look at household growth compared to prior plans.
10 We do see a strong housing production. COVID did have us
11 lose population. But we still look at growing jobs. And
12 our demographic panel of experts that we've recently held
13 to inform our Connect SoCal plan, they're optimistic about
14 household formation.

15 So our 2035 household projection has
16 substantially increased compared to four years ago, which
17 is pre-RHNA. So we are continuing to grow despite some
18 losses during COVID. But our -- we have a robust plan
19 with objectives that we'd like to further.

20 Next slide, please.

21 --o0o--

22 MA'AYN JOHNSON: So our REAP 2.0 program. This
23 was recently awarded. Thank you again, HCD. This is \$246
24 million. And when I talked about REAP 1, those were
25 planning activities. Those were very restricted in

1 planning. So housing element adoption, rezoning, outreach
2 and engagement plans. But it was just planning. And it
3 just focused on increasing housing production,
4 accelerating house and supply.

5 But REAP 2.0 was particularly -- is particularly
6 notable because it now furthers three main State
7 objectives - promoting infill housing development and
8 reducing VMTs and affirmatively furthers fair housing. So
9 it takes REAP 1.0 and it takes it further into meeting
10 these objectives.

11 So adding to that, SCAG is tying these objectives
12 to Connect SoCal. So now tying housing objectives, VMT,
13 infill development, equity. So we're looking at
14 transformative planning that realizes Connect SoCal and of
15 course meeting 6-cycle RHNA through our housing goals.
16 But also representing best practices in VMT reduction.
17 And of course promoting infill.

18 And why this is particularly important is because
19 while we can plan for housing, the realization of lower
20 VMT could happen until we have the production of housing,
21 because it's the location of housing and the equity that
22 it promotes that we can reach these objectives. It's not
23 just planning, but it's the action.

24 So this \$246 million we have for REAP 2.0 we have
25 three main programs which I'll get into. But we have our

1 transportation partnership program at about a hundred 3
2 million, early program initiative of 34 million, and their
3 partnership to accelerate transformative housing at 88
4 million.

5 Next slide, please.

6 --o0o--

7 MA'AYN JOHNSON: So these are our program areas
8 by method of delivery, if you will. So our early program
9 initiatives, this is connecting SoCal implementation
10 strategy. So these are done through various ways, such as
11 our subregional partnership program. This is called SRP2
12 because, confusingly, there's an SRP1 from REAP 1. But
13 we're partnering with our subregional partners to take
14 advantage of economies of scale and tailoring those local
15 programs. So what some subregions have indicated, we'd
16 like to establish a regional housing trust fund. Which
17 some actually did as a result of REAP 1, SRP1. And so for
18 SRP2, we're also encouraging taking this concept of
19 subregional. So it's not just jurisdiction undertaking a
20 regional housing trust fund. It's the whole region, which
21 could be made up of 26 cities to pool their resources and
22 create great programs to produce housing.

23 There's also decision making tools and technical
24 assistance. So we have a regional data platform. And
25 again that's to provide services for data that's very

1 useful in determining, for example, lowering VMT that a
2 lot of jurisdictions don't have the resources for. So
3 this helping them use our regional planning at the local
4 level.

5 We also have our SCP, Sustainable Communities
6 Program, technical assistance. For short, we call this
7 call for, but it was a call for projects providing direct
8 technical assistance to jurisdictions and looking at ways
9 to promote diversity and environmental justice.

10 Our transportation partnership program, there's two
11 components. The County Transportation Commission
12 Partnership Program and the Regional Pilot Initiative.
13 And so these are looking at key connections as identified
14 in our Connect SoCal plan, and furthering those objectives
15 with partnership with County Transportation Commission,
16 the other CTC.

17 We also have our PATH program, Programs to
18 Accelerate Transformative Housing. So you can see we love
19 our acronyms. NOFA, Notice of Funding for Lasting
20 Affordability. This I believe -- I feel personally that
21 this is also moving the needle and that we're providing
22 financial tools. So not just planning and some
23 production, but also that gapping in between especially
24 for developers. What type of funding can we support? So
25 there's catalyst funds that we're going to be supporting.

1 We're going to be supporting regional housing trust funds.
2 And a lot of existing trust funds are developing
3 pre-development loan programs. So this is to catalyze and
4 jump start that funding gap that a lot of developers,
5 especially affordable housing developers, are currently
6 experiencing.

7 And then we have our RUSH Program--someone-had
8 mentioned earlier during the -- one of the members
9 mentioned during the last item about Green Means Go and
10 SACOG. So our sister, MP -- COG. We didn't want to say
11 we copied them, but they did heavily influence the idea of
12 using supportive trans -- utility infrastructure that's
13 very much needed to plan for housing and so that
14 developers can come in without adding cost and uncertainty
15 to projects.

16 And then we have our HIPPP, housing info on public
17 and private land. So this is looking at scaling up
18 housing production on surplus lands so jurisdictions
19 looking at community plans, how can they bundle surplus
20 lots for an RFT to sell for housing production.
21 So a lot of things going on.

22 Next slide, please.

23 --o0o--

24 MA'AYN JOHNSON: So looking in at a regional
25 challenges. We see our plan has identified the need for

1 land availability, a need for policy to support housing
2 production. So this is increasing capacity on corridors,
3 area-wide infill housing initiative from her plan. And
4 then this translates to these types of programs that are
5 going to increase housing production. So you have our
6 Call 4 program that's promoting EJ and equity. And we
7 also have HIPP pilot program.

8 Next slide, please.

9 --o0o--

10 MA'AYN JOHNSON: And then we have the need for
11 financing to support housing production. As I mentioned,
12 that gap that a lot of jurisdictions and developers face.
13 And so this is plugging in that gap of trying to find
14 affordable housing. Since it's not just about the plans,
15 it's not just about -- okay, there's a utility support it.
16 But it's also then how do we get to the actual getting
17 construction to happen? So our NOFA program does address
18 this challenge.

19 Next slide.

20 --o0o--

21 MA'AYN JOHNSON: And of course insufficient
22 infrastructure on -- this is both utility and in
23 transportation.

24 So on the utility side, especially during the
25 RHNA process, there were a lot of jurisdictions that

1 indicated that there was a sewer and water capacity. A
2 lot of aging infrastructure in Southern California. A lot
3 of homes were built in the '60s, the whole communities.
4 And so that aging infrastructure may not have the capacity
5 to increase density, especially in higher-end
6 neighborhoods that may be older that we want to increase
7 housing, especially affordable housing there in order to
8 further AFFH. And so it's increasing that utility
9 capacity. Storm water, waste water, sewer, electricity in
10 order to be able to accommodate new housing growth.

11 So that will be through a RUSH Program.

12 And then we have our funding through the port
13 transportation infrastructure. So our County
14 Transportation Partnership Program and Regional Pilot
15 Initiative.

16 Next slide, please.

17 --o0o--

18 MA'AYN JOHNSON: So I just wanted to highlight a
19 few of the projects that exemplify what we're trying to
20 match up with the objective of our regional plans.

21 So we have about 2.9 million that was awarded
22 through the HIPP Call 4 projects for the city of LA. So
23 they're scaling up housing development on city-owned land.
24 So essentially they're looking at creative financing
25 approaches, trying to look at under-utilized sites and

1 parking lots, smaller sites. And they're going to try to
2 bundle this into RFPs so they can sell these sites for
3 affordable housing. So this a catalyst in a strategy that
4 LA is already pursuing but this has helped catalyzing the
5 housing production.

6 All right. Next slide, please.

7 --o0o--

8 MA'AYN JOHNSON: Another one is the Ventura
9 County Farmworkers Housing Study and Action Plan. So this
10 is about \$500,000 awarded under the social equity and EJ
11 focus, the Call 4 program. So believe they'd be using
12 survey data to look at farmworker needs, the local needs
13 and the regulatory barriers that farm worker housing and
14 housing developments face, and then identifying the
15 opportunities to meet housing typologies and gaps and not
16 just housing but social services as well.

17 Next slide, please.

18 --o0o--

19 MA'AYN JOHNSON: And then the final project I
20 wanted to highlight is our Calexico Intermodal
21 transportation Center. So about one million dollars was
22 awarded for this project through the Imperial County
23 Transportation Committee -- or Commission, ICTC. So this
24 is now looking at the Intermodal Transportation Center
25 that's looking to do infill development to increase --

1 without adding new cars. So increasing access and
2 mobility in the central business district. Looking at
3 consolidating public and private transportation providers.
4 But it's combining these resources together -- or these
5 goals together in order to reduce the reliance on cars,
6 and especially in areas where they are a little -- they're
7 more remote. While it's not complete green-fill
8 development, but it's still in a community that does have
9 housing need and mobility needs. And so because they're
10 part of the plan, we want to ensure that they're able to
11 access these resources to turn that planning into action.

12 Next slide, please.

13 --o0o--

14 MA'AYN JOHNSON: So what does this all mean?
15 What is that \$47 million? What does RHNA have to do with
16 it? What does 246 million dollar REAP funds do? And so
17 as Darin mentioned today, we have the release of our
18 Connect SoCal plan. And it has a horizon year of going
19 all the way to 2050. And so this is a very important
20 long-term plan. So REAP 1 and REAP 2, they're urgent.
21 And they do end in an urgent -- they do end in the next
22 few years. And while it's important to acknowledge that
23 house -- there's housing need now, there will be housing
24 need in the future. Not only the number of housing
25 needed, but also where it goes and what our Connect SoCal

1 plan is trying to do. So not only does it help us at the
2 regional level, but it helped our local jurisdictions, our
3 stakeholders, our tribal governance to turn these plans
4 into action.

5 --o0o--

6 MA'AYN JOHNSON: And my last side is just a thank
7 you.

8 --o0o--

9 CARB CHAIR RANDOLPH: All right. Thank you very
10 much. I'm going to switch things up a little bit for this
11 agenda item, and I'm going to start with commissioner and
12 board questions and comments, and then we'll go to public
13 comment.

14 So I will ask those of you who would like to ask
15 a question or comment to put your microphone up. If your
16 microphone is still up from the last item, bring it down.

17 And those of you who are on line, go ahead and
18 raise your hand when and if you are ready to comment.

19 We will start with Vice Chair Guardino.

20 CTC VICE CHAIR GUARDINO: Thank you, Chair
21 Randolph. I have two what I believe are quick questions.

22 The first on RHNA to Annelise Osterberg.

23 If we may put up with an early flight, it was the
24 timeline flight that had month and different color coding?

25 First presentation.

1 HCD SENIOR HOUSING SPECIALIST OSTERBERG: Needs
2 to be presentation.

3 CTC VICE CHAIR GUARDINO: Yeah, I think that's a
4 fine idea. Let me start with my second question then.
5 And that's to HCD as well.

6 Can you speak on the recommendations that have
7 been shared with stakeholders including the metropolitan
8 planning organizations and when will the recommendations
9 be publicly available?

10 And then I'll go to this one.

11 HCD SENIOR HOUSING SPECIALIST OSTERBERG: Yeah,
12 the recommendations have not yet been shared with
13 stakeholders because the draft is still being finalized.
14 But it's due to the Legislature December 31st, and so at
15 that point it will be made public.

16 CTC VICE CHAIR GUARDINO: Thank you.

17 And this slide is -- did you want to add to that?

18 Oh, okay.

19 This slide is terrific. My question was, as the
20 director commented in the opening presentations, an
21 historic legislative year for affordable home and
22 homelessness legislation passed and being signed by our
23 Governor. How might the passage of new State housing laws
24 impact the report or the ship already sailed, and/or the
25 timeline for implementing the report going forward?

1 HCD DIRECTOR VELASQUEZ: I'll just make a general
2 comment about that.

3 A lot of this legislation is aimed, just like the
4 prior couple years, at finding ways to streamline, to help
5 local jurisdictions streamline and put some accountability
6 measures, so that especially affordable housing is
7 entitled, approved much faster. We actually just
8 recently, I say a few days ago, released a report
9 outlining the constraints, for example, the City of San
10 Francisco has to delay approval of affordable housing
11 projects. Sometimes it takes 3, 3 and a half years
12 since -- from a project that is proposed to when it's
13 approved by the city. So all of this legislation is
14 really meant to remove this constraints as a matter of
15 State law. And holding those jurisdictions accountable.
16 Where this fits into that picture is it just -- this is
17 really about how much has to be done and the legislation
18 is given the tools to local jurisdictions to get it done
19 in a much faster way.

20 Megan, do you want to add to that?

21 HCD SENIOR HOUSING SPECIALIST OSTERBERG: My
22 director said it perfectly.

23 HCD DEPUTY DIRECTOR KIRKEBY: Yeah, so just maybe
24 a little more context there as well is, you know, this
25 RHNA is really what is the housing need. And I think you

1 guys heard a little bit of the conversation about once
2 upon a time we were really pretending every cycle that
3 we'd fix housing policy in California. So for, you know,
4 the next 8 years, what's the growth we need to plan for.
5 And six cycle was really the first time that we said, we
6 probably haven't fixed housing. So our housing need
7 number needs to account for that pent-up demand, that
8 overcrowding, that extreme cost burden when we're talking
9 about what the housing need is.

10 And so the regional housing need allocation was
11 really thinking about that, what is the housing need part?
12 And exactly as Director Velasquez said, it's -- this
13 legislation is incredibly important so that those plans
14 become reality. It's not just stopping it, how much do we
15 need? We need to actually make it happen. So -- and I'm
16 big fan of, you know, there is no one way to make that
17 happen. We do need all these different bills tackling the
18 various pieces of the puzzle until we've finally got a
19 streamlined housing production system.

20 CTC VICE CHAIR GUARDINO: If I may, the 3 homes
21 in Beverly Hills, how do I go about buying two of those?

22 (Laughter).

23 HCD DEPUTY DIRECTOR KIRKEBY: I don't know. I
24 wish I had more time for my comedy routine to work on the
25 response to that joke.

1 But, yes, exactly. It's a different scenario,
2 you know, and they've -- there is a lot more authenticity
3 I think in the housing needs goal this cycle. But with
4 that authenticity comes more work. And, you know, we are
5 working very closely with a lot of jurisdictions. We use
6 the REAP funds, the LEAP funds to make that transition
7 easier and a lot of direct service provider by our team,
8 and stakeholders embedded in every single region, as well
9 as we've been doing a lot of work with the AmeriCorps
10 program, CivicWell to embed planners in lower resource
11 communities that they have additional support as well.
12 And then we like to bring those people to come work for
13 HCD afterwards.

14 Yeah, it's been a good time.

15 CARB CHAIR RANDOLPH: Thank you.

16 Board Member Hurt.

17 BOARD MEMBER HURT: Thank you, Chair Randolph.

18 When I think about the intersection on all these
19 topics, it really whittles down to how are we building
20 cities of the future. And we all need to shift to a
21 futurist mindset, like dreaming big and being ambitious.
22 And I think getting away from narratives that shock us
23 with the numbers - I'm always shocked when I see the
24 numbers - but really focus on describing the benefits and
25 more of the gold standard of living for all, so that we

1 can bring people along on this journey.

2 When you say RHNA, at least where I live, people
3 think that there are no longer carrots to this getting
4 done but there are hammers. And for some jurisdictions
5 rightly so. However, for others we are really struggling
6 to keep residents on board and educate them about the
7 long-term benefits that this will do for the entire
8 community. And finally, a lot of it is based in fear of
9 what comes next.

10 And so I hope we can help one another with
11 supportive narratives beyond "we just need more," and the
12 numbers.

13 So I have a couple questions. One is on the
14 allocation-related conversation. I'm wondering, how are
15 we thinking about potential sites and RHNA methodology,
16 taking into account building near incompatible uses as it
17 relates to health? So I'm thinking about airports.
18 Excessive noises, incompatible with many airport land-use
19 plans. I'm thinking of highways and other sensitive
20 receptors.

21 So if folks could maybe speak to how we're
22 considering potential sites in light of the existing
23 airports and highways.

24 And then another thing that came to my mind is
25 cities don't build housing for the most part. We can

1 incentivize and in some cases we subsidize. I'm wondering
2 what can HCD and State agencies consider to better
3 incentivize the building of affordable housing in family
4 units of two and three bedrooms. Because builders will
5 constantly say, "It doesn't pencil out," and so oftentimes
6 we're fighting against studios and one-bedrooms when we
7 really need family homes.

8 And so again getting away from that numbers,
9 because, yeah, you can have a thousand studios, but how is
10 that really helping folks? So I would love to hear what
11 folks are thinking about that incentivizing. Are we
12 thinking bond financing and tax credits, so that we really
13 truly can build cities of the future.

14 So just two questions -- two little questions?

15 HCD DIRECTOR VELASQUEZ: Why don't you answer the
16 first and then I'll answer the second, the incentives.

17 HCD DEPUTY DIRECTOR KIRKEBY: I like that,
18 Director.

19 On the first piece, I think it is valuable to
20 think about the housing need as sort of stage one of the
21 process, but -- and obviously that happens at the regional
22 level and then we're working with these MPOs on that
23 specificity of where does each number go for each
24 jurisdiction. As long as it meets the statutory
25 objectives, those five statutory objective, then we

1 evaluate that to make sure that's true. And as long as
2 that's happening, then that has a mean number, it moves
3 forward.

4 But there's a much, much, much more detailed
5 process that comes next in terms of the housing element of
6 the general plan. So that that effort to really take that
7 number and turn it into a housing plan for that community
8 has to get to that specific city you're talking about of
9 where are those sources of pollution.

10 And another change, you know, I could not be more
11 proud of for the 6th cycle was the integration of the
12 Affirmative -- Affirmatively Furthering Fair Housing
13 obligation into the housing element process, which
14 required every single jurisdiction to do a racial analysis
15 as part of its work, as well as looking at the
16 environmental justice consequences of where that housing
17 is going and into, you know, pretty detail about how are
18 we choosing sites. So, you know, 5th cycle not only were
19 the numbers probably not the right numbers, but the
20 reality of where that housing went had not check points
21 being hit.

22 That beck point is very real now and it only has,
23 you know, quite a bit of expertise going into that
24 evaluation, but obviously the -- well, I shouldn't say
25 obviously, but that Affirmatively Furthering Fair Housing

1 obligation also brought forth significantly more public
2 input requirements as well to show that all segments of
3 the community had been interacted with and consulted on
4 particular aspects of the housing element.

5 So those are places where I think not our
6 planning of where housing is going is also better than
7 we've ever been before.

8 HCD DIRECTOR VELASQUEZ: And just briefly on the
9 incentives, it's all of the above, right. You mentioned
10 bonds and tax credits. So \$500 million that the Governor
11 has proposed for the last three years every year to
12 finance or subsidize deeply affordable housing, but it's
13 also new loans and grants programs by HCD and other
14 housing sister agencies. It's been -- you know,
15 Prohousing -- our prohousing designation program that
16 gives additional funding and puts jurisdictions that are
17 prohousing that have very forthcoming prohousing
18 incentives and tools with them at the front of the line
19 for State funding.

20 So just -- you talk about carrots, you know, and
21 non-carrots. But on the carrot side we do have -- I think
22 this Governor has shown, and through the budget, the State
23 Legislature has shown that we do have a ton of incentives
24 in place.

25 And since you mentioned family housing, you know,

1 it is something that we did study for many, many years.
2 There's a researcher, Raj Chetty, out of Stanford, that
3 has -- has a project called the Mobility From Poverty
4 Project that took thousands of families who had kids under
5 13 years of age and gave many of the families a voucher to
6 move to higher resources neighborhoods and follow these
7 families for 15 years. And after 15 years he proved that
8 more than 75 percent of the families that went to higher
9 resource neighborhoods, those kids when they became adults
10 had a considerable increase in academic achievement and
11 income generation. And so the wisdom is in the State of
12 California for the last three years we've created
13 additional points in all of our programs in order to
14 ensure that every family unit that is created with the
15 State dollars has additional points if that unit is built
16 in the higher resource neighborhood. Knowing that, kids
17 will be leaving there.

18 So, you know, there -- like we just -- we just
19 have to follow the data and the research to know what
20 kinds of incentives we have to put into it.

21 CARB BOARD MEMBER HURT: Thank you all for those
22 comments. Thank you.

23 CARB CHAIR RANDOLPH: Thank you.

24 Commissioner Falcon.

25 CTC COMMISSIONER REYES FALCON: Thank you, Chair

1 Randolph. And thank you, HCD staff, CTC staff, and SCAG
2 for your presentations.

3 I have a very specific question actually for the
4 SCAG staff. On slide 6 showing the comparison of
5 household growth to the prior plan, I noticed that
6 Imperial County actually shows a reduction. The question
7 I had was, there are plans and active plans that the
8 County of Imperial is working on -- in full disclosure,
9 I'm working -- helping with that effort -- on extracting
10 and processing lithium in the Salton Sea. And what's
11 going to be coming out pretty soon here is they
12 anticipate -- the county participates a minimum of 50,000
13 workers that will be supporting that effort. Was that
14 taken to account in your growth projection?

15 DARIN CHIDSEY: So we have actually been out too
16 to tour some of the lithium sites in Imperial Valley, and
17 our leadership was actually just our last week again.

18 No, that had not been factored in yet. There's
19 certainly still some uncertainty about exactly what that,
20 you know, project and growth will look like.

21 But we do know that, you know, Imperial is eager
22 to build more housing there. Not really a supply issue;
23 it's more did they have the demand. So that certainly
24 will help the demand in Imperial, and I have no doubt
25 quickly turn into supply.

1 CTC COMMISSIONER REYES FALCON: How often
2 really -- I'm sorry. How often do you update your REAP,
3 your --

4 DARIN CHIDSEY: We've done every eight years with
5 the growth forecast. So the plan is done every four
6 years.

7 CTC COMMISSIONER REYES FALCON: Thank you.

8 CARB CHAIR RANDOLPH: Okay. Thank you.

9 Board Member Guerra.

10 CARB BOARD MEMBER GUERRA: Thank you, Chair. And
11 I want to thank all the staff and presenters for their
12 work today.

13 First I want to thank the work of the MPOs, you
14 know. And I think the regional effort, the recognition
15 that our housing challenges, our air quality challenges,
16 and our transportation challenges are not localized
17 issues. They are regional impacts. And, unfortunately,
18 for many years localities have -- for many reasons have
19 cottoned silos; and that inability to solve those problems
20 have led to the State we are in today both on a public
21 health side and on a housing affordability side.

22 And I think I want to focus my comments
23 particularly on the issue of that -- the cost of housing
24 and just the -- the challenges when greenfield production
25 is still so much more -- easier to build than infill

1 production. And it's no surprise we see larger VMT
2 numbers. And I -- I firmly believe that if there is a low
3 hanging fruit in this Board, in this directive from the
4 Legislature and the Governor saying the CTC, CARB, and
5 HCD, you know, we need it to affect on the issues of
6 housing, air quality, and the loss of time to family and
7 life because of VMT, it's programs like REAP 2.0. If we
8 don't recognize that intersectionality -- I think the RUSH
9 program is a great example, the Green Means Go program in
10 SACOG is a great example where we need to recognize that
11 the production of housing close to employment centers is
12 not going to happen without a significant recognition of
13 the cost of utility in many of these locations. You know,
14 whether it's in, I'll say, Stockton and Fruitridge in
15 Sacramento, or Redondo Beach or Boulevard over in Gardena
16 where there's a lot of these strip malls that were built
17 with low -- with poor infrastructure -- I wouldn't say
18 poor infrastructure but infrastructure for a different
19 time. There's no way we're ever going to have an
20 apartment or a multi-family housing unit for families
21 that's going to pencil without that support.

22 So this goes back to my comment earlier about,
23 you know, given the scarcity of resources where we see the
24 next few years coming in, you know, is it -- can we look
25 at these sources of money that we do have available,

1 approve them, overlap them, so that we can address the
2 fact that when we have to tear up the streets for sewer
3 water and electrical before we even build a door, can we
4 overlap this to achieve those goals. Because when we do
5 build density in front of these commercial corridors that
6 are happening, we actually support the unfortunate low
7 ridership in our public transit systems. So that I think
8 is where I would like to advocate to our body here that
9 that should be a very significant strong focus of. How do
10 we increase that amount? Because as my colleague
11 mentioned, cities don't build housing, the CTC doesn't
12 build housing. But if developers don't see that, they can
13 actually pencil it out on the market side and clearly on
14 the nonprofit affordable housing side. It's becoming even
15 more challenging, then we're not going to build those.
16 And we just accomplished getting one project off the
17 ground.

18 Again, because of that project leading to another
19 and others seeing that it works, now a BRT system seems
20 like a viable thing for a corridor.

21 So I'll just end again with saying that I
22 appreciate the work that our MPOs, our agency here, have
23 been working on. And to think through -- you know, even
24 if there are some other ways that we can look at the thing
25 that never gets on the front of the newspaper, the sewer,

1 water, electrical, some water runoff, that's all
2 underneath the roadway. And when we go to do our OEMs and
3 our maintenance, can we look at incentivizing that level
4 of public infrastructure so that the private development
5 can move forward.

6 So I'll leave with that, Chair. And I thank
7 everyone for their presentation.

8 CARB CHAIR RANDOLPH: All right. Thank you.
9 Board Member De La Torre.

10 CARB BOARD MEMBER DE LA TORRE: Thank you.

11 Just a couple comments on housing, and then I
12 want to get into the RTP.

13 On the housing piece, the formulaic approach -
14 and this gets back to my previous comments about the
15 freeways - requires I think a little more nuance. So we
16 have some cities in southeast LA County that are
17 incredibly small and incredibly dense, a couple of which I
18 think have higher density than New York City. And yet
19 they get -- by the formula, they get the same number
20 everybody -- percentage number everybody else gets. Well,
21 where are they going to put this?

22 And then you have wealthier enclaves that are
23 able to, you know, massage their system, and not do their
24 share. And so -- and I know that's gotten better. But
25 there's work to be done in that regard.

1 The other component of it is a lot of these lower
2 income communities are heavily renter based already. I
3 have -- I have a city I have in mind that has 90 percent
4 renters. And yet this kind of housing that we're trying
5 to make them build is more renters. And so that doesn't
6 help. It has to be a mix. You have to get people who are
7 vested in their communities and are going to lock in and
8 build wealth and all those positive things that homeowners
9 should gives. And so, you know, that has to be part of
10 how we approach this as well. Because just giving them a
11 number and things, you know, you've got to hit your
12 targets, is always going to lead to, you know, low and
13 subsidized -- low-income housing and subsidized, et
14 cetera, et cetera. It's going to be more apartments.
15 Which is again normally fine, but not in a setting where
16 you have so many low income renters that are just on the
17 cusp of homelessness, right. One thing can knock them on
18 their butts and they're on the street.

19 And so -- and those are -- just two comments.

20 About the RTP. So vehicle mile -- and we talked
21 about this this morning. VMT continues to rise. But
22 every region has developed RTP plans - three of them over
23 the last decade - that are supposed to reduce VMT. So
24 what's missing here? If we keep planning for reduction
25 but we keep getting growth, there's something not quite

1 right.

2 Also, the transportation infrastructure that's
3 getting built compared to the transportation proposals
4 that are in the plan, so there's a disconnect there too.
5 And, you know, what's missing in that piece? Is it a data
6 thing, or we're not identifying the projects properly?
7 You know, what's going on there? Could our agencies work
8 together to make sure that these RTPs have an adequate
9 level of detail about the projects, the transportation
10 projects, a list, in a standardized way so that the MPOs,
11 you know, kind of all do the same exact thing no matter
12 where they are in the state; and then we externally can
13 see what this is and not have any surprises, or not have
14 things fall through the cracks, or not have things
15 misidentified or mislabeled? Because it seems like after
16 three cycles, we should be getting closer to being in sync
17 and not further apart. And that seems like the latter is
18 what's happening.

19 So those are my questions. Thank you.

20 CTC EXECUTIVE DIRECTOR TAYLOR: Maybe I can start
21 and then I'll turn it over to SCAG, if that's okay with
22 you, Darin.

23 DARIN CHIDSEY: Uh-huh.

24 CTC EXECUTIVE DIRECTOR TAYLOR: A couple of
25 things that I want to make sure that aren't lost that are

1 very important to the Regional Transportation Planning
2 Guide or process that you're talking about is that often
3 times when we get too identical in what we're listing or
4 what we're talking or how we're communicating, we're
5 missing our audience, which is the public. And so I want
6 to make sure that as we're looking towards, we can
7 certainly work with the regions to kind of standardize the
8 things that makes sense to standardize, but I want to make
9 sure that we also recognize that each region is talking to
10 a different audience, whether it be their local elected
11 officials or the public that they're serving, and that
12 whatever they are presenting in their regional
13 transportation plans is meeting the needs of the region
14 and the people within the region that they're serving.

15 In terms of implementation, I think we've heard a
16 couple of things today that the State can do. We heard
17 from Ma'Ayn that infrastructure, and not just
18 transportation infrastructure - and funding for that
19 infrastructure is needed to support info development. I
20 know there are a lot of other things. Maybe I'll turn it
21 over to Darin on my end to talk about some of those
22 things.

23 But that's one example. There are many other
24 things that we've heard in the San Joaquin Valley. In
25 some cases it's: How do we not only have a jobs/housing

1 balance but we heard Megan talk about that best fit for
2 those job. Because even if we have the right number of
3 jobs in a region, if they don't fit the people who live
4 there, they are still traveling to find jobs that meet
5 their needs, right. And so all of those things and how we
6 look at it are part of the regional transportation plan,
7 it's part of the regional transportation plan guidelines
8 that we're developing an why we're pushing towards
9 furthering that housing coordination with the regional
10 planning process.

11 But maybe I'll turn it over to Darin and Ma'Ayn
12 to add anything they'd like.

13 DARIN CHIDSEY: Thanks, Tanisha. You asked some
14 really good questions, and they're big questions, right.
15 After -- this is now our fourth plan, you know, connecting
16 regional transportation plans, the Sustainable Community
17 Strategies together. You know, why are we not doing
18 better? But I think to some degree it's the wrong
19 question, because we are doing so much better. Right. Is
20 I think the change that was made obviously when SB 375 was
21 passed - and we've talked about it a lot today - and
22 honestly it's the -- we've been wondering why you're all
23 meeting together today, right, is to have the Air
24 Resources Board and HCD and CTC together, it forced us at
25 the local level to have those conversations in a much more

1 meaningful way. And so while, you know, per capita GHG,
2 as SB 375 was set to measure, you know, maybe has not come
3 down as much as we would have liked it to. The amount of
4 coordination and integration on planning for housing and
5 transportation has completely changed in the last decade.
6 And so I think we'll continue to see that progress really
7 come to fruition in the plans ahead, as evident by the
8 plan - and I referenced earlier - about a 30 percent
9 increase from our local jurisdictions on housing growth.
10 That housing growth is more likely to be where there's
11 good jobs, where there's good transportation and, you
12 know, positive economic activity around that. That's very
13 different around that. That's very different than the
14 plans that we were seeing 20 years ago in the regions.

15 So I think we have to be honest about what the
16 question is, and is that the only thing that success looks
17 like is, you know, a per capita GHG reduction? And part
18 of that too is because that's also a narrow portion of the
19 plan. You know, from an MPO perspective we only get, you
20 know, quote-unquote, credit for light- and medium-duty
21 vehicle GHG reduction per capita, right. There's a lot of
22 other activity happening in the region, but there's a lot
23 of progress on.

24 So I think that context is something that we
25 really need to think about. And I think if we think about

1 the future of SB 375, it's kind of the core question:
2 What do we want to measure, how do we empower the regions,
3 how do we think about other goals that we could meet?
4 Because obviously, you know, reducing VMT and meeting our
5 climate goals is critical. But there's a lot of other
6 factors when it comes to housing, when it comes to other
7 parts of sustainability that we have to integrate and make
8 sure, you know, we're putting goals together that's
9 reflecting all of that progress together.

10 But particularly on this plan, you know, it's
11 about -- say it's about 750-billion-dollar call for
12 investments in there. About -- you know, I think about 50
13 percent of it, maybe a little bit less than that, is just
14 operations and maintenance. It's what you heard Tanisha
15 talk about earlier. It's we have an amazing
16 transportation system, but we have a lot of great transit
17 assets that we certainly need to build on. But we've got
18 to take care of all those things if we're expecting them
19 to work now and into the future; until you'll see a call
20 for most of those resources go into supporting those
21 elements of a plan.

22 But I think also when we talk about standardizing
23 projects -- and I know I'm going long on this, but I just
24 want to add one thing -- is, you know, it's a -- the
25 beauty of a regional transportation plan is it's a group

1 of projects that work together to make sure our
2 transportation and mobility goals are being met. We
3 have -- in this region our major employment is obviously
4 around goods movement, it's around construction, it's
5 around the entertainment industry, it's around tourism.
6 All of those industries are extremely transportation
7 dependent. They can't happen without us being able to
8 have great mobility throughout the region. And so, you
9 know, looking at project by project doesn't do justice to
10 how important the system is to work as a whole, to make
11 sure our economy keeps its vibrancy.

12 CARB CHAIR RANDOLPH: All right. Thank you.

13 Commissioner Norton.

14 CTC COMMISSIONER NORTON: Thank you, guys, so
15 much. And I think this is actually building on this very
16 important conversation about synergies, right: jobs,
17 housing, transportation, community stability really.

18 And I wanted to add -- because I really like the
19 slide that you have about the RHNA methodology and like
20 where the ideal locations are and how do we then have
21 transit to it. I would like, as we were talking about
22 earlier this morning, that this sort of job attainment,
23 and especially looking at this new cohort of people that
24 are kind of falling off the table, which is seniors. We
25 have so many seniors who are not able to retire. They

1 have to, you know -- some of us are never going to see
2 Social Security seep. But the people who have a prayer of
3 seeing Social Security have to work till 67, and are in
4 homes that they can't afford to leave because there isn't
5 senior housing. And yet they want to have accessible jobs
6 and they want to stop driving. And these are the types of
7 projects that actually the -- even the NIMBY-est of NIMBY
8 neighborhoods are like, yeah, seniors, they don't drive.

9 What are the things that we could do to have some
10 opportunities to really meet some of these synergies with
11 a cohort that is the largest growing cohort of homeless,
12 that are really, really falling into poverty quickly, how
13 can we start thinking about -- because I know SCAG has
14 been very nimble with demographics. And I remember your
15 point about, that by 2040 we're going to double the number
16 of people over 65, for example, just an LA County. How
17 are you using demographics and job attainment as a way of
18 starting to address some of the housing typologies? I
19 like Board Member Hurt's ploy about family housing and
20 nuclear family housing. How are you letting and being
21 future seekers about what the demographics tell you about
22 what the needs are going to be and how to meet that in
23 order to have real stable communities be one of your
24 optimal outcomes?

25 MA'AYN JOHNSON: Well, I'll take a stab at it.

1 So the growing senior community, they don't all
2 belong on the same economic bracket. And so obviously
3 part of planning for that population, so there -- there
4 will be some that will age in place, and others that don't
5 want to age in place but they don't have a choice, and
6 others because they want to live closer to their grandkids
7 or where our children live is a common theme. And then
8 they move to North Carolina, and, you know, sometimes the
9 seniors go with them and sometimes they still stay here.

10 And so I see it as providing the type of housing,
11 as you mentioned, typologies. And there's actually a
12 number of REAP projects that focus on that, either missing
13 middle or different typologies, that can fit -- fits in
14 our population at every stage of the life cyc -- of a life
15 cycle. And so especially too of creating communities
16 where seniors want to live. So if there's no parks -- I'm
17 not a senior yet, but I imagine that no senior wants to
18 live where they can't walk safely. They want their place
19 to live that maybe has open space, that has access to
20 senior centers. And so creating diverse communities I
21 think is a big key to that puzzle.

22 CTC COMMISSIONER NORTON: Yeah. And this is for
23 Darin.

24 Can you talk a little bit -- because I know the
25 GLUE Council has really been on SCAG about jobs - where

1 are the jobs? Where are we going? How do we get there?
2 And then how do we make sure that our infrastructure about
3 housing and transportation meets that?

4 Can you talk a little bit about what you're doing
5 with the GLUE Council has how that's informing your RHNA
6 work?

7 DARIN CHIDSEY: Sure. So the GLUE Council is
8 SCAG's business advisory group. It's called the Global
9 Land Use and Economic Council. It actually was a direct
10 creation after SB 375. The housing community in
11 particular was very concerned about us developing land use
12 plans and being adopted into a sustainable communities
13 strategy and what does that mean. So this group was
14 brought together to really have dialogue and input on
15 SCAG's plan, and it's been a great success. And certainly
16 Director Norton has served on it I think since its
17 inception, right. So appreciate your dedication to that.

18 But what it has really allowed us to do is have
19 kind of that direct dialogue with the business community
20 and really being able to frame the work that we are doing
21 around sustainability and around transportation with an
22 eye to how it affects the economy.

23 Some numbers that you'll see in our draft plan is
24 not only: Do we expect the plan to create a lot of jobs?
25 Obviously you're spending a lot of infrastructure dollars.

1 That's going to turn into a lot of construction jobs. But
2 the reduction in congestion certainly adds to the overall
3 efficiency of economy in the region as well. Over the
4 life of the plan, you know, we are expecting population
5 not to grow as fast as it once did. So about 10 percent
6 population growth over, you know, out to 2050. We already
7 talked about we still are expecting about a 30 percent
8 increase in household formation. So that's obviously a
9 positive. But almost an 18 percent increase in jobs. So
10 if you only have a 10 percent increase in population, 30
11 percent increase in your jobs is still expected - and this
12 is through the team of economists that we've brought
13 together - we think that speaks highly to the confidence
14 and the future of the region's economy because of the
15 investments that we're making because that we're
16 addressing what's been one of our biggest challenges in
17 Southern California, and that is housing, that that will
18 naturally probably turn back to, you know, an increase in
19 population as we're having more and more migration from
20 internationally or domestically to come to those jobs and
21 fill them.

22 You're absolutely right, the number of seniors
23 are expected to double over that horizon. Which is why
24 attracting others from throughout the country and really
25 throughout the world to this region to help fill those

1 important roles in the economy is what has really driven
2 our growth over the last 30 years here in Southern
3 California. And we need that to continue to be able to
4 grow the way we've had in the past.

5 CARB CHAIR RANDOLPH: Thank you.

6 Dr. Pacheco-Werner.

7 CARB BOARD MEMBER PACHECO-WERNER: Thank you so
8 much, Chair, and thank you so much to everyone.

9 You know, I'm actually at a place, and it's too
10 loud, so I'll just show you in the background here.
11 What's interesting about the place right behind me is
12 that -- I don't know. It's probably blurred, but you --
13 it's in the Fresno area right next to a highway, and it's
14 filling very -- in theory on paper it's filling our very
15 desperate housing need. On paper, it also -- on the
16 documents that you read it, it will have zero VMT.
17 Although if you look around, across the street, there's
18 nothing but orchards. And the fact of the matter is that
19 we have this -- you know, these types of projects really
20 popping up everywhere that are -- that we say -- and by
21 the way, these are priced way, way, way out of the median
22 of anybody living in the area. So it will definitely be
23 people coming from other places that are priced out of
24 other areas as well. And so it -- it has felt to me in
25 the Central Valley like we are at the lower end of like

1 the reshuffling that happens when there's no plan and
2 there is no stick to doing -- continuing to do things
3 wrong or continuing to not make goals. And while I do
4 appreciate, you know, the RTP guidelines and I appreciate
5 all of this, I just -- I wonder how do we look at
6 ourselves? Even as CARB, you know, where do we fall short
7 in terms of some of the maximizing, some of the things
8 that we could be doing to reduce mobile source pollution
9 for places like this that are inevitably going to pop up
10 next to freeways that are continuously more and more
11 clogged by trucks. I just wonder like where do we --
12 where are there opportunities for us to not just kind of
13 keep going along setting goals, not meeting the goals, you
14 know, where are there opportunities that we could work
15 together to really have some teeth, hold ourselves
16 accountable, hold our municipalities accountable.

17 I know everybody's trying the best, but I see
18 these pop up and I just -- I don't see an end, and I see
19 us as being at the end of the reshuffling, when people get
20 priced out of other places, the people are coming here;
21 and now, you know, seeing homeless people setting up next
22 to orchards because that's how far out people have been
23 pushed. So any reflections or opportunities?

24 CARB CHAIR RANDOLPH: Thank you.

25 I actually -- I'm not sure if any of the staff

1 here wanted to speak on Dr. Pacheco-Werner's point, but I
2 feel like she just perfectly summed up the theme of the
3 day, right, which is that we keep setting goals, we keep
4 sort of coming up with plans. But the question is, how
5 are we shifting the on-the-ground things the way we used
6 to do it to push them in a way we should be doing it? And
7 the comments earlier that a lot of that has happened and
8 continues to happen is very encouraging. But I think we
9 are all recognizing that we do feel the need for more, and
10 for really more actionable ways that -- that we can really
11 take a hard look at how we -- how we do things now and
12 what are the specific ways we can do them better to have
13 the results that we need to have.

14 And as Board Member Hurt mentioned, how to -- how
15 to bring folks along. I mean it was interesting the
16 contrast, you know, in Board Member Hurt's local community
17 where they have residents pushing back on the sticks, and
18 Dr. Pacheco-Werner's community where she's like, "Hey,
19 wait a minute. Like this is what happens when progress
20 doesn't happen." So I really appreciate that perspective.

21 Before we go to public comment, did any other
22 commissioners or board members -- I can't see to my right.

23 No, we're good. Okay.

24 Then, clerk, lets go to public comment.

25 CARB BOARD CLERK GARCIA: Thank you.

1 We have two in-person commenters and it looks
2 like eight commenters in Zoom.

3 So we'll start with Thomas Riebs.

4 THOMAS RIEBS: Chair Randolph, Deputy Chair
5 Guardino, thank you.

6 So having grown up in Denmark, I think about
7 sustainable communities a little bit differently.

8 And I appreciate Board Member Guerra's comments
9 about can we look at things that are underground and the
10 water and all these other things, can we look in a bit
11 different ways? Yes, we can. And if you'd like to know
12 more about how we can produce energy from your wastewater
13 treatment, call me.

14 However, I would like to go back to my earlier
15 comments -- since you are CARB and since we do have CTC
16 commissioners here, I would like to go back and talk about
17 tires, because the interesting thing about these tires for
18 electric vehicles is it is a very holistic way of looking
19 at things. So this company produces tires for electric
20 vehicles that are 16 percent more energy efficient. CEC
21 is very interested in that. They're produced with premium
22 materials so they can actually be reclaimed. CalRecycle
23 is very interested in this. They produce less tire dust
24 emissions. CARB is very interested in this. They contain
25 less 6 PPD. SoCal EPA is very interested in this.

1 And this isn't just because I'm very interested
2 in talking about electric vehicle tires, but it's because
3 I come from a different place and although I'm -- I grew
4 up in Denmark as an American. Now I'm a Dane living in
5 America, which is weird, right. But I grew up thinking
6 about things in a much more holistic way. And we spend a
7 lot of time talking about housing. Housing is important.
8 But I believe it was Board Member Hurt who also said we
9 need to think about the other things that flow from it.
10 Where are these people going to go? Where are they going
11 to work? And how is this housing going to actually reduce
12 the VMTs?

13 That's it for me. Thank you for all the very
14 important work that you do, and thank you for sharing it
15 with us.

16 CARB BOARD CLERK GARCIA: Thank you.

17 Moiz Mir.

18 MOIZ MIR: Hello again. My name is Moiz, network
19 and policy advocate with ClimatePlan.

20 One big point as has been mentioned to be of
21 concern earlier today is the question of access to public
22 engagement and the civic process generally. I personally
23 happen to be young and flexible and work for an
24 organization with the capacity to periodically cover
25 transportation to send me across the state to attend

1 government meetings like these. As in the case of most
2 people and particularly working parents, the kind of
3 person I may hope to grow to become. And it wasn't always
4 and won't always be the case for me.

5 So should I then plan to join the majority of
6 people who can't access government meetings? Rather I ask
7 that the opposite become the case. In the RTP guidelines
8 is language to provide child care and compensation to
9 public workshop attendees was removed. And I ask that
10 they be reinstated, that language in the guidelines.

11 Following this thread, I want to talk about the
12 project selection process. The public can't be expected
13 to engage with processes that aren't clear, as was kind of
14 mentioned in some of this discussion. And so I ask that
15 the RTP guidelines provide direction for a clear,
16 consistent process with robust and accessible and
17 accountable reporting practices.

18 For one example I'll point to the City of
19 Sacramento, as having a model clear and thorough process
20 in their transportation priorities process -- or
21 transportation priorities plan. I began with the
22 identification of community values through a public
23 engagement, and I've even asked for co-creation to inform
24 and shape the rubric by which projects would be
25 prioritized. The establishment of this rubric proved to

1 even be able to guard against complaints from some of the
2 loudest voices that often end up having access to the hall
3 of the power who as we've discussed are not always
4 representative of every community's interests. And so the
5 ability to point to a set of values that the community
6 itself agreed upon establishes a clear baseline of which
7 priorities and co-benefits to pursue with transportation
8 investments.

9 Thank you.

10 CARB BOARD CLERK GARCIA: Thank you.

11 Now we'll go to our commenters in Zoom. So first
12 we'll hear from Sara Toma, Sakereh Carter, Sofia Rafikova,
13 Sven Thesen, Jonny Kocher, and Jack Shu.

14 Sara, I've activated your microphone. Please
15 unmute and begin.

16 SARA TOMA: Good afternoon, Chair and
17 commissioners. Sara Toma, Senior Regional Planner and
18 here with SANDAG. I'm here on behalf of SANDAG to thank
19 HCD, ARB, and SGC for the opportunity to benefit from
20 their regional early action planning grant program.
21 Through the program we have been able to provide funding
22 to our local jurisdictions for 22 planning and
23 infrastructure projects to accelerate housing production
24 in our region. And soon we will launch a new affordable
25 housing trust fund available for two developers to support

1 new home construction.

2 We have established new functional components of
3 our sustainable community program to provide local
4 jurisdiction support which is equipment members, agencies,
5 to resources and capacity to implement prohousing best
6 practices and implement new State legislation data
7 analysis and policy resources, by compiling data, policy
8 tools, resources, and best practices for local
9 jurisdiction stakeholders, and communities; and regional
10 initiative which offer education, leadership, and funding
11 opportunities to accelerate housing investments focused on
12 equitable and sustainable infill development.

13 All of this and more has only been made possible
14 through the funding provided to our region from the REAP
15 grant funds. It has given our region the much heeded
16 resources and funding to accelerate housing production,
17 provide support to our local jurisdictions, and support
18 the implementation of our sustainable community strategy.

19 REAP 2.0 funding ends in June 2026, and we hope
20 to see programs like REAP continue so that we can meet our
21 regional housing needs assessment goals and continue to
22 implement a sustainable community strategy, which
23 historically when related to land use and housing MPOs
24 have been limited in our ability to influence a change at
25 the jurisdictional level.

1 Thank you, and I yield my time.

2 CARB BOARD CLERK GARCIA: Thank you.

3 Sakereh, I've activated your microphone. Please
4 unmute and begin.

5 SAKEREH CARTER: Hello. My name is Sakereh and
6 I'm a senior policy strategist with Sierra Club
7 California.

8 Adopting a zero-emissions building code through
9 CALGreen for newly constructed buildings statewide that
10 includes gas stoves, clothing driers and electric space
11 and water equipment is critical for healthy, climate
12 resilient, and efficient building infrastructure. Several
13 studies have demonstrated that burning gas in homes
14 releases multiple toxic air contaminants, lead to various
15 health ailments including asthma, respiratory dysfunction,
16 exacerbation of COPD and cancer; also buildings that
17 account for 10.5 percent of statewide greenhouse gas
18 emissions. Therefore adopting a zero-emissions building
19 standard will reduce climate altering greenhouse gas
20 emissions and toxic emissions from gas infrastructure.

21 Also, low income, black, indigenous, and
22 communities of color are disproportionately impacted by
23 the consequences of climate change and harmful emissions
24 from gas infrastructure. So any relief we can provide to
25 these communities is essential and, frankly, overdue.

1 Further, underserved communities should have
2 access to affordable newly constructed infrastructure.

3 HCD can avoid hundreds of deaths, severe health
4 ailments, \$3.5 billion of health care costs, the
5 exacerbation of climate change, and the unnecessary use of
6 electricity by adopting a zero-emissions building standard
7 under CALGreen. We need climate-forward actions and
8 healthier communities now. So we urge you to adopt
9 zero-emission standard for newly constructed buildings
10 under CALGreen.

11 Thank you for your time.

12 CARB BOARD CLERK GARCIA: Thank you.

13 Sofia, I've activated your microphone. Please
14 unmute and begin.

15 SOFIA RAFIKOVA: Yes. Good afternoon,
16 commissions, board members, and directors. I'm Sofia
17 Rafikova with the Coalition for Clean Air. I'm speaking
18 before you today to urge that changes be made to the
19 current draft of the Regional Transportation Plan
20 guidelines to strengthen language surrounding reducing
21 vehicle miles traveled, improving public engagement, and
22 improving the project-selection process.

23 While we are thankful that VMT reduction was
24 added to the guidelines, this language needs to be
25 stronger to encourage MPOs to prioritize projects that

1 bring us closer to successfully implementing SB 375 and
2 achieving California's plan of targets. While there are
3 no State or federal requirements to reduce VMTs, there are
4 still numerous state agency reports that highlight the
5 importance of VMT reduction, including CAPTI, 2022 Scoping
6 Plan and the 2022 SB 150 progress report. Given the
7 strong push from state agencies for California to reduce
8 VMT, we ask that the RTP guidelines language be amended
9 that MPOs comply with the 25 percent VMT reduction goals
10 set in the CARB scoping plan.

11 We're also concerned that the language to provide
12 child care and compensation to public workshop activities
13 was removed from a previous version of the draft
14 guidelines. According to the U.S. Department of
15 Transportation, program funds can be spent on incentives
16 and stipends for public involvement activities if found to
17 be necessary and reasonable. We strongly believe that in
18 most cases providing compensation is both necessary and
19 reasonable, as it will result in representative public
20 participation since reducing the financial barriers
21 disadvantaged communities face would help ensure those
22 voices are included especially in projects that affect the
23 communities the most.

24 Finally, we do ask that RTP guidelines require
25 the MPOs include a list of projects being proposed are

1 currently in the construction process in their RTP, along
2 with information on the type of project, how much funding
3 it received and the impacts it will have in the community.
4 Much of the project selection process conducted by
5 regional transportation agencies is currently obscure and
6 unclear to the public, and inconsistent reporting
7 practices undermine the agencies and the public abilities
8 to valuate or compare RTPs or the project therein.

9 It would also be helpful if the RTP guidelines
10 provide examples (inaudible) for how to prioritize
11 projects in the way that helps California reach its
12 climate goals.

13 Thank you.

14 CARB BOARD CLERK GARCIA: Thank you.

15 Sven, I've activated your microphone. Please
16 unmute and begin.

17 SVEN THESEN: Thank you, commissioners. Sven
18 Thesen, Founder of Project Green Home and the Electric
19 Vehicle Charging for All Coalition, and chemical engineer
20 by training.

21 For the first 20 years of my career I worked at
22 open paper mills, oil refineries and power plants, focused
23 on combustion engineering. You might say I know what
24 happens when you burn stuff.

25 Regarding sustainable communities, my first

1 request is HCD under the CALGreen code cycle, with strong
2 support and guidance from CARB, mandate, with some
3 exceptions, emission-free new residents, both
4 single-family homes and multi-family homes.

5 Why? Poison.

6 Every time you turn on the natural gas stove,
7 nitrogen dioxide is generated. The truth is when you see
8 that blue flame, you are putting poison into your home.

9 As a dad, I put sunscreen on my kids and teach
10 them not to blindly run out into the streets. Why would I
11 knowingly put poison into the air that they breathe?

12 That blue you see is not just the hottest part of
13 the flame.

14 Second, the carbon footprint of burning that
15 natural gas, methane, and our need to reduce our carbon
16 emissions.

17 Please be aware that there are a number, a large
18 number of low income builders and developers who are
19 already building emission free. It's not a cost issue.

20 HCD, yes, you guys, it's a lift. But with CARB's
21 support, you can do this.

22 Second - and this also supports the
23 transportation department - HCD and CARB simply under AB
24 2863 include provisions for electric-bike charging in new
25 multi-family housing. As an up-and-coming senior,

1 hopefully you're going to see me on my three-wheel
2 electric (inaudible), that is, if I have access to
3 charging. It's not fair that those in single-family homes
4 have easy access to charging, while those that live in
5 multi-family housing, apartments and condos, do not.

6 Thank you. HCD, you can do this.

7 CARB BOARD CLERK GARCIA: Thank you.

8 Jonny, I've activated your microphone. Please
9 unmute and begin.

10 JONNY KOCHER: Thank you so much.

11 My name is Jonny Kocher. I work at RMA -- RMI, a
12 nonprofit, nonpartisan organization that works to
13 transform global energy systems. Thank you for the
14 opportunity to speak today and for your thoughtful
15 presentation on sustainable communities.

16 The key strategy to planning sustainable
17 communities should include the construction of healthy
18 zero-emission buildings. When building dense housing that
19 reduces vehicle miles traveled, it's also important to
20 build building that won't continue to combust, emitting
21 pollutants that harm communities. Burning gas in homes
22 and buildings generates four times as much smog-forming
23 NOx pollution as all the State's power plants and
24 nearly -- and two-thirds as much NOx as passenger cars.
25 NOx pollution, such as NO₂, can cause or exacerbate

1 respiratory symptoms like asthma attacks, reduced lung
2 function, coughing, wheezing and inflammation of airways.

3 Today a letter was submitted by over 60 climate
4 and health groups imploring that the Governor and agencies
5 consider the proposal that would eliminate NOx appliances
6 in new buildings. California has a new opportunity to
7 reduce zero-emission buildings during -- or to require
8 zero-emission buildings during the 2024 triennial CALGreen
9 Code update, and we urge HCD to follow the recommendation
10 by the 2022 CARB Scoping Plan and require mandatory
11 building emission standards as code update.

12 Thank you.

13 CARB BOARD CLERK GARCIA: Thank you.

14 After Jack we'll hear Chris Peeples, Hana Creger,
15 Jeremy Levine, Adam Noelting and Evan Adams.

16 So, Jack, I've activated your microphone. Please
17 unmute and begin.

18 JACK SHU: Good afternoon. Jack Shu, City
19 Council from the City of La Mesa. I forgot to mention
20 earlier I do serve on the SANDAG Board and chair the
21 Transportation Committee. I also am the vice chair of our
22 Air -- San Diego Air Resources Board.

23 Any case, sorry, some of my comments here may
24 seem random, but I hope I can speak to all of the things
25 that I have on my mind today.

1 With regards to housing, it really seems like we
2 need a statewide inclusionary housing policy. You know,
3 there's competition between cities, and developers can
4 pick and choose because there are different requirements
5 from one city to another. But we really need to increase
6 the number of low and very low income housing and provide
7 provisions for people to buy these places, these condos,
8 and maybe marginal homes as well.

9 We need transportation management programs for
10 these projects that are deemed to be transit-oriented
11 development. So we could measure that and maybe
12 provide -- or require that rental vehicles be available as
13 part of these multi-residential areas.

14 And, lastly, with regards to the Regional
15 Transportation Plan, as I said earlier, we really need to
16 implement the 25 percent VMT reduction by 2030 now, not
17 later and assuming in the next Regional Transportation
18 plans.

19 The last thing I want to address is let's come up
20 with a way to improve the air quality in the most impacted
21 communities, to close the gap in the air quality. As we
22 improve air quality across the state, there should be no
23 differentiation from one community to another. And there
24 are many means that we could implement right away to do
25 that. And that should be in the Regional Transportation

1 Plans.

2 Thank you.

3 CARB BOARD CLERK GARCIA: Thank you.

4 Chris, I've activated your microphone. Please
5 unmute and begin.

6 CHRIS PEEPLES: Good afternoon, board members and
7 commissioners. My name is Chris Peeples. I've been a
8 transit activist for over 60 years. And I serve on a
9 local transit board, which I will not identify because I'm
10 speaking for myself rather than for the board.

11 I want to make two points. The first was already
12 made by Commissioner De La Torre. You need to deal with
13 reality. There are people produce -- the MPOs produce all
14 these wonderful plans and they meet the requirements of
15 the planning documents, but -- and they promise that
16 they're going to lower VMT and increase transit share, and
17 that does not happen. VMT increases, transit share
18 decreases. And you need to figure out some way to look at
19 the past performance of some of these MPOs and figure out
20 how to improve it. That's point 1.

21 Point 2 is, one of the reasons why these problems
22 are happening is the inordinate focus on massive capital
23 projects to the -- and ignoring the need for operating
24 funds. My agency is in the middle of a very public
25 process to look at how we're going to do things. But in

1 fact what we're doing is figuring out how to equitably and
2 efficiently cut 15 percent of our service.

3 Our local MPO has decided that the benchmark for
4 transit funding should be the transit funding from the
5 middle of the pandemic. That can't function. We can't
6 accomplish all our goals unless we can find more operating
7 funding.

8 Thank you very much.

9 CARB BOARD CLERK GARCIA: Thank you.

10 Hana, I've activated your microphone. Please
11 unmute and begin.

12 HANA CREGER: Hi. This is Hana Creger with the
13 Greenlining Institute, a research and public policy
14 nonprofit advocating for racial equity.

15 First I just want to say I appreciate all of the hard
16 work that's gone into these RTP guidelines. I am
17 particularly interested in the need to require MPOs to
18 regularly report data regarding how prioritized projects
19 are aligning with the State's strategic priorities on
20 climate equity, safety and more.

21 And then specifically we need detailed
22 community-approved definitions for what equity benefits
23 even are to disadvantaged communities. Because we have to
24 ensure that projects like highway widening that actually
25 harms frontline communities are not then misconstrued to

1 allegedly benefit them.

2 I also want to underscore the importance of
3 setting a VMT reduction target and then holding MPOs
4 accountable to prioritizing VMT reducing projects. And
5 this is both important for meeting our climate goals in
6 California and also for setting a national standard.
7 Because at Greenlining for the past few years we've
8 actually been contracted with the Biden administration to
9 provide capacity building and technical assistance to
10 other states and the federal government, largely to follow
11 California's model of equitable climate and transportation
12 investments.

13 However, when I give these trainings for
14 workshops across the country, I have to be fully
15 transparent with these folks. I have to warn them that
16 while California has set ambitious climate and equity
17 targets, we are nowhere near to actually meeting those
18 goals because the State continues to subsidize freeways
19 and automobile dependency.

20 Meanwhile other states like Colorado and
21 Minnesota have set bold statewide goals to prioritize
22 transit and VMT reduction over widening highways. And
23 especially in light of recent redevelopment at Caltrans,
24 we have officially lost credibility on the national stage.
25 An so I really -- I'm looking to all of you to hold all

1 levels of government accountable to reducing VMT and
2 highway widening. We are in a climate crisis and we have
3 no time to waste. We have to take action.

4 Thank you all so much, and take care.

5 CARB BOARD CLERK GARCIA: Thank you.

6 Jeremy, I've activated your microphone. Please
7 unmute and begin.

8 JEREMY LEVINE: Good afternoon, commissioners,
9 staff. Thank you for your time. Jeremy Levine here. I'm
10 the policy manager with the Housing Leadership Council of
11 San Mateo County. Been working on housing elements all
12 around the Bay Area. I've reviewed every housing element
13 in Santa Mateo County. And I'm here to ring an alarm
14 bell.

15 In their housing elements, the vast majority of
16 jurisdictions in San Mateo County and other parts of the
17 Bay Area are planning for housing in areas with poor air
18 quality, with no plan to mitigate that poor air quality.
19 The city of San Mateo, for example, is planning for 48
20 percent of its new housing within a thousand feet of a
21 major transit corridor. The city of Lafayette, across the
22 bay, is planning for 75-foot densities within 500 feet of
23 the freeway. Within a half mile they decrease densities
24 to 30 feet per acre. Or single family, because apparently
25 people living in higher density housing and more

1 affordable housing are not entitled to quiet neighbors or
2 good air quality.

3 And in San Mateo County as a whole I can say more
4 than 50 percent of all rezoning is occurring along major
5 transit corridors. This is a health catastrophe looming.
6 These cities are not planning to ensure that the air
7 quality is good in these corridors. And so I'm hoping
8 that these guidelines, which have -- I think reflect a lot
9 of really good work, will require cities to analyze what
10 they're doing in their housing elements and how they're
11 rezoning plans are harming air quality for future
12 low-income residents, and how they're going to mitigation
13 that risk.

14 Thank you for your time. Looking forward to the
15 rest of the discussion.

16 CARB BOARD CLERK GARCIA: Thank you.

17 Adam, I've activated your microphone. Please
18 unmute and begin.

19 ADAM NOELTING: Good afternoon. My name is Adam
20 Noelting. I'm principal planner for the Metropolitan
21 Transportation Commission in association with Bay Area
22 governments. MTC/ABAG, serving as the Metropolitan
23 Planning Organization for the nine-county San Francisco
24 Bay Area, adopted Plan Bay Area 2050, a bold vision that
25 advances climate, equity and housing goals in late 2021.

1 At its core are 35 ambitious strategies, among them
2 converting most freeway lanes to toll lanes rather than
3 building new lanes, focusing transportation monies toward
4 a hundred-billion-dollar-plus transit expansion program,
5 emphasizing housing and not just low-VMT, transit-rich
6 areas but also in high resource areas, and complementing
7 state electrification efforts with regional and local
8 programs to accelerate progress, among many other things.

9 In the two-years' time since the plan's adoption
10 we've made progress in implementing many of these
11 long-range strategies, leveraging REAP and other monies
12 similar to our colleagues at SCAG to fund improvements,
13 accelerate planning, and empower local jurisdictions to
14 make meaningful change.

15 This is hard work, and it requires deep and
16 sustained partnership not just between the region and
17 local jurisdictions but also between the State and its
18 regions.

19 One such area for collaboration is the
20 intersection of RHNA and the RTFCS, which highlights
21 situations where climate, housing and equity goals are in
22 synergy and other situations where they are in tension
23 with each other.

24 We've appreciated the opportunity to participate
25 in several HCD forums, but at this point no specific

1 recommendations have been put on the table in the form of
2 a draft report. We've been grappling with this issue in
3 the Bay Area in recent years. We want to underscore what
4 the State's most robust transit system in our region, low
5 VMT/high resource places, are limited to just a handful of
6 cities. We mean that we must strike the right balance in
7 planning for the remaining regional growth between low
8 VMT/lower resource places and higher VMT/higher resource
9 places.

10 Thank you.

11 CARB BOARD CLERK GARCIA: Thank you.

12 Evan, I have activated your microphone. Please
13 unmute and begin.

14 EVAN ADAMS: Hi there. Thank you for the
15 opportunity to speak today.

16 There needs to be a connection made at the
17 regional level down to jurisdictions as to jobs to housing
18 balance. Cities who create massive job developments are
19 good. We do need jobs. But as soon as you create massive
20 job growth without commensurate housing growth create VMT.

21 To continue with this logic. It is currently
22 almost impossible to track at the local level approved
23 entitlements that will create demand across different RHNA
24 cycles. It would help for HCD to have a reporting
25 requirement from jurisdictions as to how much area broken

1 down by land use is already entitled. Ideally, in the
2 next RHNA cycle should have a dashboard that would have a
3 running tally in the RHNA cycle not just of units built
4 but also of, in title, non-residential square feet. So,
5 with that we could plan for sustainable local
6 jobs-to-housing balances.

7 Thank you.

8 CARB BOARD CLERK GARCIA: Thank you. And,
9 lastly, we'll hear from a phone number ending in 528. And
10 I've activated your microphone. Please state your name
11 for the record and you can begin.

12 You need to push the Star 6.

13 Phone number ending in 528

14 LAURA ROSENBERGER HAIDER: I suggest that we both
15 lower income housing in every community. And -- because
16 we don't know where the jobs are actually going to be in
17 the future. Most of it may -- jobs be building farming
18 out in the country in the future because of the food
19 shortages in the world. We may not all be in the cities.
20 But we should put -- like really let's -- the thing is to
21 get the affordable housing you could get it by having the
22 size being very small. But still there should be solar
23 panels on the roofs and should have -- be energy
24 efficient, solar panels on the roofs, electric stoves and
25 everything -- electric heaters.

1 And also we should not -- not invest in -- big
2 projects involve a lot of pipelines, because pipelines
3 always leak. There just was a recent pipeline leak and
4 explosion actually and some homes blew up and -- that's
5 why we can't -- and we shouldn't be putting carbon in the
6 pipelines either.

7 I'm here to get away from all the -- they don't
8 need to build all that infrastructure. They're just
9 having -- if they're doing anything with carbon it's going
10 to be solid carbon. Don't need to put in the ground.

11 And also -- I think -- industry needs to be
12 more regulated. I mean even like cooking makes a lot of
13 emissions. And we didn't even -- not even considering
14 those emissions. And like the restaurants.

15 And -- all right. That's all. Thank you very
16 much.

17 CARB BOARD CLERK GARCIA: Thank you.

18 And that concludes the commenters for this item.

19 CARB CHAIR RANDOLPH: All right. Thank you so
20 much.

21 To finish up today, I will ask Dr. Vergis to give
22 us a quick wrap-up and summarize some of the key themes
23 and next steps.

24 MSCD DIVISION CHIEF VERGIS: Thank you, Chair.

25 To recap the themes that we discussed today:

1 We discussed the CAPTI implementation this
2 morning, and many commenters in the joint body expressed
3 support for CAPTI; but also stated that more needs to be
4 done to generate the paradigm shift that will be necessary
5 to reduce VMT and create a sustainable transportation
6 system that serves everyone, notably our most vulnerable
7 and disenfranchised communities. Members of this body put
8 forth numerous observations and priorities that CalSTA can
9 consider as it updates CAPTI starting this spring. CAPTI
10 is something that crosses all of our agencies, and it
11 makes sense for this body to continue to be involved in
12 the discussion as it is updated next year.

13 We also talked today about regional planning
14 through both RTP guidelines and the RHNA process. CTC
15 presented their work of updating the RTP guidelines ad
16 possibilities for implementation strategies for housing
17 and transportation linkages before those guidelines will
18 be finalized in January.

19 HCD presented its work of developing
20 recommendations for revamping RHNA. Then we heard
21 discussion of how our three agencies can work together to
22 make those two processes more effective at advancing
23 multiple State goals for equity, climate, air quality,
24 housing and transportation.

25 We also benefited from SCAG's presentation, which

1 provided a practitioner perspective on how SCAG leverages
2 these processes and regional early action planning for
3 grant funding to advance regional goals.

4 With these themes in mind, I'd like to suggest a
5 few next steps. First, it seems there's significant
6 support to take a deeper dive on how transportation
7 investments can better serve climate goals. And we've
8 heard an interest in the how. How do we shift real
9 investments in decisions in ways to better serve
10 communities? Based on that I'd like staff to think about
11 the future of the highway system by bringing forward an
12 item that allows us to understand the project pipeline,
13 and where in the pipeline there are opportunities for
14 reprioritizing or reimagining these projects. Keeping in
15 mind that a one-size-fits-all approach won't work, as
16 Board Member De La Torre highlighted. That topic will
17 allow us to explore some key issues such as how to elevate
18 equity in the State's VMT reduction strategies and how to
19 better understand how new housing growth relates to
20 developing thoughtful transportation policy.

21 Second, I heard in HCD's presentation that
22 there's some ways in which RHNA and SCSs are not
23 necessarily aligned. As I understand it, there have been
24 discussions at the staff level on this. And I believe we
25 all recognize the importance of addressing any

1 inconsistencies that may hamper a respective agency's
2 administration of these processes and see value in
3 strengthening our coordination on them. So I would like
4 our staff to develop an item for this meeting in the
5 future regarding how we can further develop coordination
6 to better align RHNA and SCSs.

7 Finally, much of the discussion today focused on
8 transportation, and also the buildings as another key area
9 of collaboration between our agencies. As Director
10 Vasquez and others highlighted, I certainly agree with the
11 director's opening remarks that we need to keep low income
12 residents in mind as we look to the transition, and
13 zero-emission building codes for new residential
14 construction for which CARB is recommending this building
15 code cycle present an important opportunity to advocate
16 equity, housing, and climate goals, consistent with the
17 Scoping Plan. This is a worthy topic for CARB and HCD to
18 explore together. And I'm directing my staff to meet with
19 HCD and report out on those discussions.

20 Thank you.

21 CARB CHAIR RANDOLPH: All right. Thank you very
22 much.

23 This was a really rich discussion today. And as
24 the State continues with implementing CAPTI and with
25 implementing the 2022 Scoping Plan update, our commitment

1 is to keep this ongoing collaboration going with the CTC
2 and HCD and with our other state agency partners, as so
3 many commenters have mentioned, to continue this important
4 work. So we look forward to building even stronger
5 partnerships to really build those actionable steps that
6 will result in meeting our goals.

7 So thank you all for attending the CARB, CTC, and
8 HCD joint meeting. And I will now adjourn the meeting.

9 Have a good evening.

10 (Thereupon the California Air Resources
11 Board, California Transportation Commission, and
12 California Department of Housing and Community
13 Development meeting adjourned at 3:43 p.m.)

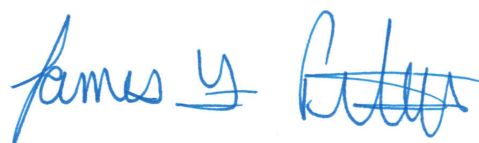
CERTIFICATE OF REPORTER

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of November, 2023.



JAMES F. PETERS, CSR
Certified Shorthand Reporter
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