

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

ZOOM PLATFORM

SHERATON SONOMA WINE COUNTRY PETALUMA
GREAT BLUE HERON BALLROOM
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PETALUMA, CALIFORNIA

THURSDAY, APRIL 11, 2024

10:00 A.M.

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APPEARANCES

CARB BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Eric Guerra

Davina Hurt (Remote)

Gideon Kracov

Tania Pacheco-Werner, PhD (Remote)

V. Manuel Perez (Remote)

Cliff Rechtschaffen

Susan Shaheen, PhD

Diane Takvorian

CTC COMMISSIONERS:

Carl Guardino, Chair

Darnell Grisby, Vice Chair

Joseph Cruz

Lee Ann Eager (Remote)

Clarisa Reyes Falcon (Remote)

Adonia Lugo, PhD (Remote)

Hilary Norton (Remote)

Bob Tiffany

APPEARANCES CONTINUED

CALIFORNIA STATE TRANSPORTATION AGENCY:

Darwin Moosavi, Deputy Secretary

CARB STAFF:

Steven Cliff, PhD, Executive Officer

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

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

Ellen Peter, Chief Counsel

Analisa Bevan, Assistant Division Chief, Mobile Source Control Division

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

Nicole Hernandez, Air Pollution Specialist, Sustainable Community and Transportation Division

Andrew Martinez, Vehicle Programs Specialist, Mobile Source Control Division

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

CTC STAFF:

Tanisha Taylor, Executive Director

APPEARANCES CONTINUED

CTC STAFF:

Matthew Yosgott, Deputy Director, SB 1 Programming

Brigitte Driller, Associate Deputy Director

Kayla Giese, SB 671 Assessment Coordinator

Justin Hall, Assistant Clerk of the Commission

Doug Remedios, Clerk of the Commission

HCD STAFF:

Gustavo Velasquez, Director

Megan Kirkeby, Deputy Director

Sarah Poss, Chief, ePolicy and Program Support Unit

ALSO PRESENT:

Zak Accuardi, Natural Resources Defense Council

Martha Armas-Kelly, California Transportation Agency,
Interagency Equity Advisory Committee

Steve Birdlebough, Transportation and Land Use Coalition

Marlon Flournoy, California Department of Transportation

Alan Hirsch

Rick Longinotti

Moiz Mir, ClimatePlan

James Pew, NextGen California

Sofia Rafikova, Coalition for Clean Air

Hannon Rasool, California Energy Commission

APPEARANCES CONTINUED

ALSO PRESENT:

Mara Twomey, Association of Monterey Bay Area Governments

Gia Viacin, Governor's Office of Business and Economic
Development

William Walker, California Transportation Agency,
Interagency Equity Advisory Committee

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PROCEEDINGS

1
2 CTC CHAIR GUARDINO: I want to encourage you all
3 to check your watches or devices that show the time and
4 you will see that we are starting on time as we honor your
5 time today. Welcome. Thank you for joining us. My name
6 is Carl Guardino. I have the honor and pleasure of
7 serving as Chair of the California Transportation
8 Commission and we have such an exciting and substantive
9 day of dialogue that we do want to get started and honor
10 everyone's time.

11 We have people participating both virtually as
12 well as in the room. And I'd like to greet my colleague
13 commissioners, our CARB Board members, our executive
14 leadership, and members of the public. Welcome to
15 beautiful Petaluma in Sonoma County for our biannual joint
16 meeting between the California Transportation Commission,
17 California Air Resources Board, and the California
18 Department of Housing and Community Development.

19 Before I provide my remarks, I'd like to turn it
20 over to our team to provide information on how to
21 participate fully in today's meeting.

22 Douglas.

23 CTC CLERK REMEDIOS: Thank you, Chair Guardino.
24 Welcome to the joint meeting of the California
25 Transportation Commission, Air Resources Board, and

1 Department of Housing and Community Development.

2 Sorry.

3 The purpose of these meetings is to coordinate
4 the implementation and policies that jointly affect
5 transportation, housing, and air quality. The meeting
6 agenda is located on each of our websites. All of the
7 presentations for today's meeting are also available on
8 the Joint Meetings page of the CTC website.

9 American Sign Language translation is being
10 provided on this meeting. And to access -- you should see
11 the interpreter's on your screen. If you have questions
12 about this, please use the Q&A tab. Live closed
13 captioning is also available. Please select the show
14 captions tab at the bottom of your screen. There are a
15 number of language options available there to choose from.
16 Any document the CTC creates can be translated into any
17 language you need. Simply email us at ctc@catc.ca.gov and
18 we will have them returned to you as quickly as possible.

19 For our presenters, if you're on the agenda to
20 make a presentation, please do your best to be succinct.
21 Please remember to speak at a steady pace to allow our
22 translating service adequate time for accurate
23 translations. If you are presenting remotely, we hope
24 that you will turn on your camera during your
25 presentation, if you have one.

1 For the members 34 of the public, we welcome
2 comments from the public as a prt of this meeting. For
3 those attending in person, please submit a speaker's slip
4 to the clerk at the front of the room, that's me, to let
5 us know you want to comment on an item. For those
6 attending via Zoom, you should see the webinar control
7 panel likely located at the bottom of your screen. There
8 you'll find the raise hand and Q&A tabs. We encourage you
9 to use the raise hand feature, as soon as we reach the
10 item to give you -- to give the system time to acknowledge
11 you. Staff will let you know when it's your turn to make
12 a comment.

13 Alternately, you may -- you may use the Q&A tab
14 to submit your comment. Staff will read the comment on
15 your behalf. As a reminder, each registered attendee is
16 provided a unique link to access the webinar. These
17 should not be shared with other participants, as this can
18 create confusion for staff when making comments.

19 Please remember to speak at a steady pace to
20 allow our translating service adequate time for accurate
21 translation. Please do your best to be concise. Please
22 make sure that your comments add new information. If you
23 agree with the comments of a previous speaker, simply make
24 that statement. We ask that you make your point in three
25 minutes or less. If, for some reason, we have many

1 speakers on a single topic, we reserve the right to limit
2 comments as needed.

3 Thank you for joining us today.

4 CTC CHAIR GUARDINO: Douglas, thank you. It's
5 wonderful to see so many familiar faces and some new faces
6 today. In particular, I'd like to recognize our new
7 California Transportation Commissioner Bob Tiffany.

8 This is --

9 (Zoom interruption).

10 CTC CHAIR GUARDINO: Again, if you can please
11 mute your microphone. Thank you.

12 This is Commissioner Tiffany's first joint
13 meeting since he was appointed to the Commission in
14 February by State Assembly Speaker Robert Rivas. Bob,
15 welcome. Thank you for joining us.

16 CTC COMMISSIONER TIFFANY: Thank you very much.
17 Glad to be here.

18 CTC CHAIR GUARDINO: I'd also like to
19 congratulate Commissioner Lee Ann Eager, our immediate
20 past Chair who was reappointed by Governor Newsom to the
21 Commission last month for an additional four-year term.
22 In addition, I'd like to warmly welcome our new ex officio
23 members on the Commission, Senator Dave Cortese and
24 Assemblymember Lori Wilson, the respective Chairs of the
25 Transportation Committees in each of their Houses in the

1 Legislature.

2 I'm greatly looking forward to today's
3 conversation. We'll begin with an update from our
4 California Transportation Commission Director Tanisha
5 Taylor on the efforts of our interagency team followed by
6 a series of presentations on the topic of sustainable
7 freight and community impacts. I'd be remiss not to
8 recognize our very own Commission staff Matthew Yosgott
9 and Kayla Giese, who will present on the Commission's
10 Clean Freight Corridor Efficiency Assessment. Our
11 interagency work to promote clean freight infrastructure
12 is essential to supporting environmental justice and
13 healthy communities.

14 I'd also like to congratulate Matthew Yosgott and
15 several other members of our team, Alicia Sequeira,
16 Celeste Almanza, and LeighAnn Battaion for the positive
17 review that they recently received from the California
18 State Auditor - not something you always get from the
19 State Auditor - for their work on the Senate Bill 1 Local
20 Streets and Roads Funding Program. The State Auditor
21 found that our Commission team's administration of this
22 program not only is compliant with State law, but also
23 promotes transparency and has successfully ensured that
24 all 482 cities and towns and 58 counties are receiving
25 funding for critical road repairs. Great job Matthew and

1 team. I'm so pleased that our team continues to
2 demonstrate that we are strong stewards of the taxpayers
3 dollars entrusted to us by Senate Bill 1, ensuring the
4 public's trust in the State is validated.

5 After lunch, we look forward to hearing from our
6 partners at the Association of Monterey Bay Area
7 Governments and Caltrans to learn about how they
8 prioritize transportation projects for investment to
9 maximize important goals like safety, equity, the economy,
10 asset management, and air quality. We saved the best for
11 last, Liane.

12 This is a topic that is very near and dear to our
13 hearts at the Commission and I wanted to take a moment to
14 talk about the importance of transportation funding and
15 interagency coordination. It's critically important that
16 we continue to coordinate with our State agency partners
17 in climate, air quality, and housing to ensure that our
18 transportation investments can help us achieve multiple
19 State goals.

20 Having open communication and trust is essential
21 as we work together to improve the lives and livelihoods
22 of 39 million Californians. I'm pleased to report that at
23 our last Commission meeting in March, the Commission
24 adopted the State Transportation Improvement Program, and
25 the State Highway Operations and Protection Program, which

1 include \$24.1 billion of important transportation
2 investments. The 2024 State Transportation Improvement
3 Program lovingly known as STIP is the most multimodal yet.
4 The 2024 State Highway Operations and Protection Program,
5 known as the SHOPP, executes the transition to the Climate
6 Action Plan for Transportation Infrastructure goals,
7 CAPTI. And it includes significant investments in bicycle
8 and pedestrian infrastructure and climate-focused
9 objectives.

10 The achievements in these transportation programs
11 are made possible by the innovative transportation
12 planning work that is happening at Caltrans and our
13 regional transportation agencies. Our team is also hard
14 at work upgrading program guidelines. The Commission
15 adopted the seventh cycle of the Active Transportation
16 Guidelines at the March Commission meeting and initiated
17 the call for projects. Our team is also working on
18 guidelines updates for the competitive Senate Bill 1
19 programs and the Local Transportation Climate Adaptation
20 Program. We greatly benefit from our partnership with
21 CARB and HCD throughout the guideline update process and
22 during project evaluation.

23 I also -- and I hope when you see them, you will
24 thank them, but I'd also like to thank the Sheraton Hotel
25 and staff for taking such good care of us during our visit

1 here in Petaluma.

2 If I may, I'm going to share something that
3 happened this week and then ask our amazing team to share
4 a short 56 second video. And out of respect for the
5 person who invited me just a couple of days ago, I will
6 keep that person's name anonymous. But I was invited by a
7 federal policymaker to speak at a gathering that he had
8 hosted on bridging the digital divide, such an important
9 effort for the equity that we want for all California and
10 American families. The 70 or 80 guests, as they entered
11 building were accosted by protesters. Many shouted down
12 and cursed at.

13 And then for the 75 minutes of a 90-minute
14 meeting, on the other side of a very thin wall and door of
15 glass, we were not able to hear each other inside, because
16 people on bullhorns were shouting obscenities and calling
17 names of the federal leader and others gathered inside.
18 We're hearing this all too often in our country,
19 especially at the federal level. We can debate without
20 being divisive. We can attack issues without ever
21 attacking individuals and institutions. We listen and
22 learn better when we are not pushed back on our heels and
23 against a wall.

24 I know that each of us share that commitment,
25 that that anger that seems to be permeating political

1 discourse at the federal level, we don't want to see in
2 our gatherings where all should be welcome, all
3 encouraged, all respected, and all heard. Can we continue
4 to make that pledge together that we will be a safe space
5 for people to passionately disagree without being
6 disagreeable? Someone I've gotten to know and respect a
7 great deal is the Republican Governor of Utah, who this
8 year is Chair of the National Governors Association. His
9 name the Spencer Cox, and an old friend is the Vice Chair
10 that I've known since his days in Congress, the Democrat
11 Governor of Colorado, Jared Polis.

12 And they have launched together a campaign this
13 year called "Disagree Better." Notice it doesn't say
14 don't disagree. It says, "Disagree Better." And before
15 we go on, if we can turn to the screens with thanks to our
16 amazing CTC staff, I'd like to share this 56 second video
17 from that campaign.

18 (Thereupon a video was played.)

19 CTC CHAIR GUARDINO: Thank you. And there's
20 actually a series of those commercials on the National
21 Governors Association website. I encourage you to enjoy
22 them. One of my favorites is Maryland Democrat Governor
23 Wes Moore and again Utah Republican Governor Spencer Cox.

24 But with that, I'm going to ask you to do
25 something just a little unusual this morning. And we're

1 going to have some fun with this. Could you all stand for
2 just a moment.

3 See I knew you were outstanding. Okay. Under
4 three of your chairs is taped an envelope. It's a
5 Sheraton hotel envelope, because I spared no expense this
6 morning. In that envelope to get you going is a \$10
7 Starbucks gift card. If you're not allowed to accept
8 those, just give it to me and I'll make sure it's used
9 well. Wonderful.

10 Could those three people step up to the
11 microphone over here. Everyone else, thanks for
12 participating, but you had nothing under your chair. You
13 may be seated. But if those three in whatever order you
14 came up can just quickly introduce yourself. Open the
15 gift card in each one is a quote. And if you wouldn't
16 mind, your name, your organization, your title, and read
17 that quote aloud for us.

18 HCD POLICY AND PROGRAM SUPPORT UNIT CHIEF POSS:

19 Good morning. I'm Sarah Poss. I'm with the
20 Department of Housing and Community development. My quote
21 is, "My dear friend, clear your mind of the word
22 'cannot'", Samuel Johnson.

23 CTC CHAIR GUARDINO: Thank you.

24 CTC ASSOCIATE DEPUTY DIRECTOR DRILLER: Good
25 morning, everyone. I'm Brigitte Driller from the

1 California Transportation Commission. I am the Associate
2 Deputy Director of Transportation Planning. And my quote
3 is, "Say something positive and you will see something
4 positive", by Jim Thompson.

5 CTC CHAIR GUARDINO: Thank you.

6 MSCD DIVISION CHIEF VERGIS: Good morning, Chair
7 and members. My name is Sydney Vergis. I'm with
8 California Air Resources Board. The quote is, "We can
9 lift ourselves up without tearing others down." And thank
10 you. Than

11 CTC CHAIR GUARDINO: Thank you. Will you join me
12 in thanking them for being such good sports.

13 (Applause).

14 CTC CHAIR GUARDINO: And those Starbucks gift
15 cards each are -- they each have \$1 million towards them.

16 (Laughter).

17 CTC CHAIR GUARDINO: So enjoy. Either that or
18 \$10. I can't remember what I picked.

19 With that, I want to -- I want to come back. We
20 now have more of our commissioner and CARB Board
21 colleagues in the room and would ask Doug Remedios if he
22 would request not mind taking a roll call.

23 CTC CLERK REMEDIOS: Thank you, Chair. We'll
24 start off with the CTC roll. I'll hand it off to the
25 Clerk of the Board to do their roll call after.

1 Commissioner Bradshaw?

2 Commissioner Cruz?

3 Commissioner Eager?

4 CTC CHAIR EAGER: Here.

5 CTC CLERK REMEDIOS: Commissioner Falcon?

6 CTC COMMISSIONER REYES FALCON: Here.

7 CTC CLERK REMEDIOS: Vice Chair Grisby.

8 CTC VICE CHAIR GRISBY: Here.

9 CTC CLERK REMEDIOS: Commissioner Lugo?

10 CTC COMMISSIONER LUGO: Present virtually.

11 CTC CLERK REMEDIOS: Commissioner Norton?

12 CTC COMMISSIONER NORTON: Present.

13 CTC CLERK REMEDIOS: Commissioner Tavaglione?

14 Commissioner Tiffany?

15 CTC COMMISSIONER TIFFANY: Here.

16 CTC CLERK REMEDIOS: Chair Guardino?

17 CTC CHAIR GUARDINO: Present.

18 CTC CLERK REMEDIOS: Thank you.

19 Senator Cortese?

20 Assemblymember Wilson?

21 Chair, we have a quorum.

22 CTC CHAIR GUARDINO: Excellent. Thank you all
23 again for joining us today. I'd like to turn it over to
24 my friend and colleague California Air Resources Board --

25 CTC CLERK REMEDIOS: The CARB Board needs to do

1 their roll call as well.

2 CTC CHAIR GUARDINO: Oh, good. Well, I was going
3 to turn it over to Chair Randolph to lead that or call on
4 her team to do that, if that's okay.

5 Thank you, Douglas.

6 So I'd like to turn it over to CARB Chair Liane
7 Randolph, not only for her marks but to call the roll of
8 her colleagues.

9 CARB CHAIR RANDOLPH: And I will ask our clerks
10 to call the roll for CARB Board members.

11 BOARD CLERK MOORE: Thank you, Chair Randolph.
12 Dr. Balmes?

13 CARB BOARD MEMBER BALMES: Here.

14 BOARD CLERK MOORE: Mr. De La Torre?

15 Mr. Eisenhut?

16 Senator Flores?

17 Assemblymember Garcia?

18 Mr. Guerra?

19 Ms. Hurt?

20 CARB BOARD MEMBER HURT: Davina Hurt present.

21 BOARD CLERK MOORE: Mr. Kracov?

22 CARB BOARD MEMBER KRACOV: Here.

23 BOARD CLERK MOORE: Dr. Pacheco-Werner?

24 CARB BOARD MEMBER PACHECO-WERNER: Here.

25 BOARD CLERK MOORE: Mr. Perez?

1 CARB BOARD MEMBER PEREZ: Here.

2 BOARD CLERK MOORE: Mr. Rechtschaffen?

3 Dr. Shaheen?

4 CARB BOARD MEMBER SHAHEEN: Here.

5 BOARD CLERK MOORE: Senator Stern?

6 Ms. Takvorian?

7 Supervisor Vargas?

8 Chair Randolph?

9 CARB CHAIR RANDOLPH: I am here. And I will note
10 that Board Member Guerra just walked in. So would you
11 mind calling his roll again

12 BOARD CLERK MOORE: Mr. Guerra?

13 CARB BOARD MEMBER GUERRA: Present.

14 CARB CHAIR RANDOLPH: All right. There we go.

15 BOARD CLERK MOORE: Chair, we have a quorum.

16 CARB CHAIR RANDOLPH: Okay. Thank you so much.

17 Thank you, Chair Guardino and congratulations on your
18 appointment as the Chair of the Commission and welcome to
19 Commissioner Tiffany. I'm looking forward to working with
20 you. And thank you to the Commission and the Commission
21 staff for hosting the meeting today. And bringing us all
22 together. I'm really looking forward to our discussion
23 focusing on how the State can promote equitable and
24 sustainable communities through prioritizing investments,
25 whether that's investments needed for zero-emission

1 freight or investments to remove -- to reduce our
2 dependence on driving.

3 These topics are absolutely critical to success
4 in meeting our climate goals, in meeting our air quality
5 goals, and public health goals, and sustainable community
6 goals. I'm particularly looking forward to your
7 conversation on sustainable freight. While California's
8 freight network is absolutely vital to our economy and the
9 nation's economy, diesel fuel emissions contribute to
10 climate change, as well as near-source air quality impacts
11 that disproportionately harm low-income communities and
12 communities of color.

13 And so, to address that impact, CARB has approved
14 a package of policies to accelerate the transition towards
15 zero-emission medium- and heavy-duty vehicles. Private
16 and public efforts in planning for and installing the
17 necessary infrastructure for charging and fueling
18 absolutely requires a multi-agency approach. And so I am
19 really happy to have so many of our partners here at the
20 table for this robust discussion and thank our colleagues
21 at the CC -- CTC and HCD in particular for helping support
22 this item.

23 As we have discussed many times in the past, new
24 technology alone is insufficient to meet the State's
25 targets for reducing transportation emissions. Even under

1 full implementation of our zero-emission vehicle
2 regulations, a significant portion of vehicles on our
3 streets and on our highways will continue to rely on
4 fossil fuels for years to come. We need to decarbonize
5 those fuels as part of this transition and we must also
6 reduce vehicle miles traveled in order to meet our
7 statutory requirements for achieving carbon neutrality by
8 2045.

9 The State Scoping Plan finds that California must
10 reduce per capita VMT by 25 percent by the year 2030 and
11 by 30 percent by 2045. And achieving those goals will
12 require us to rethink how we are thinking about our
13 investments and what new and different ways of investing
14 these funds can help support those goals. And so this
15 afternoon's discussion is really meant to highlight that
16 issue. That's why the discussion is so important and it
17 is really an opportunity to collaborate to discuss how to
18 help support State funding that supports projects that
19 will reduce VMT.

20 At our previous joint meeting, he heard the
21 California State Transportation Agency present the status
22 of implementing the Climate Action for Transportation
23 Infrastructure, or CAPTI. And while CAPTI has made
24 strides in aligning California's investments with our
25 goals, there are absolutely opportunities to do more, and

1 we look forward to Caltrans presentation, so that we can
2 find ways to work together collaboratively to improve how
3 we think about these projects.

4 I'll talk a little bit more about this later in
5 the meeting, but I just got back from a trip to Washington
6 D.C. and I had the opportunity to meet with some officials
7 at the Department of Transportation, and it was really
8 great hearing them talk about different ways to move
9 around. And they are -- you know, they have some plans
10 and announcements that they are working on that really
11 focus on what they call convenience and efficiency. And
12 I -- and I really love that phrase, because when you have
13 more opportunities to shift the way you move around, if
14 you have more opportunities to leave your car behind, and
15 use bikes, if you have more opportunity to use convenient
16 transportation, and if you have more opportunities to move
17 through your communities in a more efficient way, that's
18 how we achieve our air quality and our climate goals.

19 And so I think today's discussion can really kind
20 of hone in on those key issues of convenience and
21 efficiency, as we move around our state, and as we design
22 our infrastructure, and as we think about our housing and
23 how we can meet those goals of increasing housing, but
24 increasing it in a way that will support those values of
25 convenience and efficiency.

1 So with that intro, I will pass it back to you
2 Chair Guardino.

3 CTC CHAIR GUARDINO: Chair Randolph, thank you.
4 And I took a note, I love convenience and efficiency.
5 That's outstanding. And I'd like to turn it over to our
6 Director of HCD, Gustavo Velasquez, for any opening
7 remarks he'd like to make. And I want to say of our three
8 organizations, he's the only one a hundred percent
9 represented, so well done.

10 HCD DIRECTOR VELASQUEZ: I have a quorum.

11 CTC CHAIR GUARDINO: Yes, you do. Yes.

12 (Laughter).

13 HCD DIRECTOR VELASQUEZ: Thank you, Chair
14 Guardino, esteemed colleagues, members of the public.
15 First, let me also echo congratulations on the first joint
16 meeting as Chair. Chair Guardino, let me just say, you
17 have already set the bar very high on icebreakers. So I
18 don't know if you want to hear this or not, but we expect
19 that bar to continue going higher and higher.

20 (Laughter).

21 HCD DIRECTOR VELASQUEZ: So I always look forward
22 to these meetings. I know we only meet a couple times a
23 year, but they are very important for our three
24 organizations, I believe. An opportunity to deepen our
25 partnership to really understand each other's mandates as

1 a State entity, but much, much more than that is to
2 synchronize our efforts really. It's one thing to just
3 understand what we do and how we administer our programs,
4 what kinds of decisions we make, but we've been this path
5 for a while. And so I think it really has shifted some
6 time ago from understanding to synchronizing. I think
7 that's exactly what we're doing. And I think our teams
8 deserve the credit for keep working together on that
9 synchronization.

10 I've said this before from this dais, but I'll
11 say it again. When -- you know, housing is an individual
12 choice. Of course, that choice continues to be challenged
13 by our deepening affordability crisis in the State of
14 California. Literally very low-income families and
15 individuals are crushed by the increasing cost of a place
16 to call home. But for those like us that have that choice
17 still, when we choose where to live, we're not just
18 choosing the standard, the quality, dignified, safe
19 structure in which we are going to reside, we choose
20 community. We choose the community we're going to be a
21 part of.

22 And that choice is inextricably related to a
23 clean air that we ought to leave -- that we ought to
24 breathe in the community we live, and inextricably also
25 speaks to the options that we have for connectivity, how

1 we get to and from home, whether it's schools, or our work
2 sites, or any other destinations where we go. And
3 remember, I said -- I didn't say how you get to buy your
4 car. I said just transportation options.

5 So we have an opportunity again in this
6 convening, even though it happens twice a year, to
7 continue to help pave the way for innovative and equitable
8 solutions to deployed -- to be deployed in communities all
9 across California.

10 April is Fair Housing Month for everybody to
11 remember. We are grateful to have the opportunity to
12 highlight the responsibility each public agency has to
13 continue to proactively, affirmatively, really through
14 planning -- through a lot of planning, which, you know,
15 HCD, ARB, and CTC do a lot of to continue to proactively
16 Affirmatively Further Fair Housing.

17 The fair housing is not just a good thing to do,
18 it's a legal mandate. It's an obligation. And it is not
19 just an obligation of the State Housing Department or
20 entities that do housing, it's an obligation of the entire
21 government, just like it is in the federal government.

22 The affirmatively -- the provision to
23 Affirmatively Further Fair Housing by Title 8 of the Civil
24 Rights Act is not just something HUD has to comply with.
25 No, DOT, and EPA, and other federal entities have also to

1 comply with. And there's no difference in the State of
2 California. It's just a legal mandate.

3 And today, we're going to hear from our Deputy
4 Director for Housing Policy Development, Megan Kirkeby,
5 talk about sort of the connection between sustainable
6 freight and fair housing. And I say this because we all
7 know that there is a legacy of segregation, concentration
8 of poverty in our country. People have been for
9 generations segregated by railroads, and highways, and,
10 you know, that legacy -- just as the legacy of redlining,
11 that we are all familiar with.

12 Rivers. You know, I live many, many years in
13 Washington D.C., and there is -- you know, the Anacostia
14 river, for example, is notorious, a river that divides
15 east and west of the nation's capital. East of the river
16 predominantly Black, low-income, very low opportunities
17 for kids in education, and for adults in work
18 opportunities. Of course, that whole area has been
19 transformed. And what happens is then folks, especially
20 people of color and low-income people, get pushed out.
21 Okay. Gentrified by more investments and pushed out even
22 farther and father. So that legacy it still is with us.
23 And so we have an opportunity to get reminded of what that
24 legal obligation, what the mandate to affirmatively
25 further is -- Affirmatively Further Fair Housing is, and I

1 think we will be hearing from Megan about this connection.

2 You know, fair housing is really about a sense of
3 belonging, safety, access to economic and social
4 opportunities. And we are mindful that we all should be
5 evaluating our programs and the decisions that we make
6 based with that equitable lens. We -- this is part of
7 like that synchronization that I talked about, how we
8 evaluate what we do with an equity lens that it's
9 something that we value tremendously in the state of
10 California to always look at government action with that
11 equity lens.

12 Let me just share in closing some critical
13 updates from HCD. We're very -- we've come to all of you
14 to talk about our Prohousing Designation Program. We are
15 happy to say we now have 47 jurisdictions that are now --
16 have been designated prohousing by the State of California
17 that adopted housing policies that increase production
18 beyond what State law requires. And we are already seeing
19 that if we, by jurisdiction, becomes prohousing, they
20 immediately have access, first in line, to funding
21 opportunities from the State.

22 And I think that's something very, very important
23 and, you know, to continue to create the incentives for
24 local jurisdictions to build housing. And as Chairwoman
25 Randolph said not just, you know, production for the sake

1 of production, but where that housing is created. It is
2 created in infill sites. It's created in, you know,
3 places that have proximity to our destinations, that
4 advance our climate goals. That's exactly what the
5 Prohousing Designation is all about, a rubric, a program
6 that helps jurisdictions build housing in the right
7 places.

8 And so we -- I want to just thank ARB for its
9 partnership in allowing planning activities related to
10 achieving the Prohousing Designation where there's a clear
11 nexus with reduction of vehicle miles traveled. I'm
12 referring to the Sustainable Transportation Equity
13 Project, a program that inclusion was a direct result
14 deliberation here as a joint body. And so we congratulate
15 the jurisdictions that received the STEP awards earlier
16 this year.

17 And then my second announcement is the \$60
18 million grant awards to 10 affordable housing projects
19 through the Excess Sites Local Government Matching
20 Program. In three rounds, there's been \$120 million in
21 grants that attracted an additional \$129 million in local
22 funding. This is unlocking 5,500 housing units in areas
23 again that we all care about, infill, close proximity to
24 our destinations.

25 So great progress being made, and in spite we're

1 all aware of our challenges with the State deficit that we
2 continue to March forward with the momentum of creating
3 more housing in the right places, and again synchronize
4 our efforts with the Transportation Commission and ARB.

5 I want to just thank the public, those online and
6 in person, for your participation today. We love to hear
7 what your thoughts are on our progress. I love how you
8 started the meeting, Chairman, with this kind of healthy
9 debate. Appreciate that reminder and thank you for the
10 presentations throughout the day.

11 CTC CHAIR GUARDINO: Director Velasquez, thank
12 you. I'm encouraged already.

13 And I want to introduce our next speaker. I
14 thought I saw him. Yes, there he is. I thought I saw you
15 come into the room, Darwin. Please welcome Deputy
16 Secretary for the California State Transportation Agency,
17 Darwin Moosavi. Darwin, welcome.

18 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
19 much, Chair Guardino. Thank you, Chair Randolph. And
20 the -- I'll just refer to you as the joint body to not
21 have to say commissioners, Board members, directors, et
22 cetera, et cetera. But thank you so much for having me
23 here today.

24 I'm here on behalf of CalSTA. I'm the Deputy
25 Secretary for Environmental Policy and Housing at the

1 State Transportation Agency and wanted to provide you all
2 with a quick update on our progress on the Climate Action
3 Plan for Transportation Infrastructure that we spoke to
4 all about back in November. So since our meeting in
5 November, there's been a good amount of progress. We did
6 finalize our second annual CAPTI progress report, which
7 was published on January 29th. In that report, we did
8 update the fact that we are on track to complete all 34
9 actions in CAPTI by the end of this fiscal year. So still
10 on track for completion, which is four years ahead of
11 schedule. So we're very excited about that.

12 And there's been a few key actions where we've
13 made significant progress since November that we wanted to
14 give you an update on and then also have some
15 announcements to make regarding how we plan to move
16 forward with CAPTI.

17 So first off, I just want to mention that we've
18 made significant progress on our Caltrans System
19 Investment Strategy, also known even CSIS. This is a tool
20 that will be used for project prioritization in our
21 competitive programs. Marlon Flourney from Caltrans will
22 be providing an update later today on that item, so I
23 won't get into that in too much detail.

24 But another key tool for implementation -- a
25 qualitative -- or quantitative tool, I should say, for

1 implementation that we've also now released that we're
2 really excited about is our equity index, also known as
3 the EQI. So this is a really important tool. The first
4 version of it was launched last month by Caltrans. It's
5 intent is to assist in evaluation and prioritization for
6 projects through a data-driven assessment of
7 transportation equity needs.

8 So, you know, we have tools like CalEnviroScreen
9 and existing tools already out there. But what's unique
10 about this tool is that it really centers transportation
11 needs and transportation equity and how to improve
12 transportation access for disadvantaged communities in
13 that tool. So really innovative and excited to have that
14 online and looking forward to its use. It will actually
15 be featured as one of the tools used in CSIS, and you'll
16 learn more about that later this afternoon.

17 And then also, I wanted to update you all on
18 another program that was called for in CAPTI, that we're
19 really excited to have launched, and that's the
20 Reconnecting Communities: Highways to Boulevards Program.
21 So a funding program that was called for in CAPTI just
22 announced its first set of awardees. The program was
23 established to fund key underutilized highways to
24 transform them into multimodal connectors to reconnect
25 communities that were previously harmed by transportation

1 or divided by transportation infrastructure.

2 And I think what makes this program particularly
3 innovative is that Caltrans is taking a very different
4 approach than we usually do on transportation projects and
5 really co-building from the ground up the vision for these
6 projects through community engagement.

7 So what makes this announcement different is that
8 we do not announce projects. We announce a call for
9 communities and selected communities. So there is no
10 project, because the whole point is we're making the
11 commitment of resources before there is a project because
12 the vision of that project will really be co-built with
13 members on the ground -- community members on the ground.
14 So those three awards went to San Diego and National City,
15 South San Francisco, and Arcata. So we're really excited
16 about the work there.

17 And so those are -- with those three actions, we
18 get even closer to completing our action plan. And as we
19 near the completion of the action plan, as was mentioned
20 here earlier in the opening remarks, we know that we still
21 have plenty of work to do to implement the vision of
22 CAPTI. And so with that, our agency is committing to a
23 process to update the action plan. And this will really
24 focus on not necessarily updating the framework, but
25 really, you know, what are the actions to further

1 implement the framework that we've all agreed upon and that
2 we all have here that we've all been working on for the
3 last few years.

4 And So CalSTA is initiating a public engagement
5 process to do that. Later today, we'll actually be
6 announcing for -- well, I'm announcing it now, but
7 official email will go out later today for four listening
8 sessions that we'll be having this spring to bring
9 stakeholders together to solicit ideas for new actions.
10 We hope at these listening sessions to tee up pressing
11 transportation matters and issues that we're dealing with
12 if CAPTI implementation and to engage folks in small
13 breakout sessions to really solicit input from
14 stakeholders across the board on how to make progress.
15 And so those sessions will be held between April 29th and
16 May 2nd. There will be one in Southern California, one in
17 the Bay Area, one in Central Valley, and then one online
18 for those who are unable to make them -- make the ones in
19 person.

20 The ones in person will not be hybrid, because we
21 really want to have that breakout element, which is why
22 we're having a separate stand-alone breakout session
23 that's online.

24 And, you know, as Chair Guardino was mentioning
25 earlier in terms of -- in terms of, you know, finding

1 better ways to disagree with each other and listen to each
2 other, you know, I think we really -- we really believe
3 that for this conversation to be effective, we really need
4 to hear from all sides of the conversation and we need to
5 all come together around the idea of, you know, we have
6 this plan that we collectively worked on, and, you know,
7 what are the actions that we can agree upon and work on
8 together to really implement that plan. So we're really
9 looking forward to that conversation. And you can find
10 out more later today on the CalSTA website in terms of
11 those details. And if you're on our mailing list, that
12 should go out here shortly.

13 And then we're hoping that this process, the
14 stakeholder engagement process will ultimately lead to a
15 updated plan, which we hope to put out early fall of 2024.
16 So we'll spend the summer working through the feedback we
17 get, doing any additional engagement as needed with a goal
18 of a release of that plan this fall. And if you all were
19 to welcome us back in November, happy to give you an
20 update at that meeting on where we are with the update of
21 the plan at that time. Thank you so much. And that
22 concludes my update.

23 CTC CHAIR GUARDINO: Darwin, thank you for your
24 professionalism and passion around CAPTI and the other
25 responsibilities under your broad portfolio. We

1 appreciate you being here today and please give our best
2 to Secretary Omishakin as well.

3 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
4 much, Chair.

5 CARB CHAIR RANDOLPH: Thank you. Justin, do we
6 have any public comments either in the room or virtually?

7 CTC CLERK ASSISTANT HALL: Thank you, Chair
8 Guardino. I do not see any requests virtually and we did
9 not receive any -- are you -- Mr. Hirsch, thank you for
10 joining us today and when you have filled out that form,
11 just so that we do capture it, we just ask that you step
12 up to the mic so that all those not only in the room but
13 online can hear your remarks. And if I could be reminded
14 by our team, so that we're consistent throughout our day,
15 how long public remarks will be on items that come to us.

16 CTC CLERK REMEDIOS: Three minutes.

17 CTC CHAIR GUARDINO: Great. Thank you. So we
18 will -- to accommodate you, because it always helps me
19 when I see it on a screen, if we can set that clock and we
20 won't start the clock until you start moving your lips.
21 And if you're a ventriloquist, you can talk as long as you
22 want.

23 ALAN HIRSCH: Thank you very much. Alan Hirsch,
24 resident of Davis, and the Davis Lorax.

25 I appreciate the outreach on the CAPTI and the

1 public engagement is really important, but let me express
2 sadness. There was a public hearing last night, on
3 Tuesday night, on the toll hear -- toll facility on I-80.
4 And there was exactly one member of the public there. By
5 that, I mean, I'm excluding the road lobby, professional
6 advocates who are provide -- I was a -- I don't count
7 myself because I'm -- even though I'm a volunteer, I'm a
8 citizen. There was no one there. There was no outreach
9 for this public hearing on the toll facility. It was held
10 at rush hour. It was held in West Sacramento when most of
11 the people paying the tolls on the causeway are in Davis.

12 If we're going to disagree better, which is
13 really important, I really appreciate that, we need to
14 make sure that everyone has access to the room and the
15 people who are most affected have access to the room. And
16 I really hope this -- this CAPTI really involves everyone,
17 not just the professional lobbyists, and the environmental
18 groups, and professionals. We need to each out.

19 And I -- we need to do better on that. That's
20 part of culture eats strategy for breakfast. So we need
21 to make sure that we change the -- I mean, we need to
22 learn how to do public hearings better and really outreach
23 and listen to everybody. And even the nice people in
24 Davis should be included in these discussions.

25 I mention I-80, because when there's a hearing

1 about I-80 at the city council, we'll get 30 comments and
2 nobody showed up on this public hearing on the toll. And
3 I'm told the tolls on this I-80 may be as high as \$40 -
4 this was mentioned once - when it's really congested. And
5 I can't believe that people knew that, that there would be
6 people showing up. And there was no press releases on
7 this hearing, in the Davis newspaper, in any of the media.

8 So, we can do -- we need to do better and we need
9 to -- so we can disagree better. I mean, I'm pretty sure
10 you guys are going to -- probably going to fund I-80. I
11 don't want that to happen, but let's disagree really well
12 on this project.

13 Thank you.

14 CTC CHAIR GUARDINO: Mr. Hirsch, thank you. And
15 thanks for traveling all the way down to join us in person
16 today.

17 Is there anyone else in the room or online who
18 would like to make public comments on items not on our
19 agenda today?

20 CTC CLERK ASSISTANT HALL: Chair Guardino, I'm
21 not seeing any other requests to comment on this item.

22 CTC CHAIR GUARDINO: Great. Thank you, Justin.

23 And do we have any comments or questions from my
24 colleague commissioners, our CARB Board members, or our
25 executive leadership?

1 Great. Then let's move forward with our
2 Interagency Progress Report with California Transportation
3 Commission Director Tanisha Taylor.

4 Tanisha.

5 (Thereupon a slide presentation).

6 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you, Chair
7 Guardino. And if I could take just one minute for some
8 logistical things regarding lunch. So each of you have a
9 slip that looks like this that says lunch above it. If
10 you could fill it out for our team. Cherry, if you could
11 raise your hand. Cherry will be coming to grab those at
12 11:15. If you could pass them towards me as you finish
13 them, then Cherry can just come and grab them from me and
14 will minimize the impact to the meeting, but get lunch on
15 time for us.

16 Thank you.

17 Okay. This is a recurring item that we have at
18 each joint meeting to highlight the collaborative work
19 that happens in between the joint meetings by staff from
20 our three agencies.

21 Next slide, please.

22 [SLIDE CHANGE]

23 CTC EXECUTIVE DIRECTOR TAYLOR: Next slide,
24 please.

25 [SLIDE CHANGE]

1 CTC EXECUTIVE DIRECTOR TAYLOR: First, I'd like
2 to review the items that we heard at our last joint
3 meeting, which was held in Riverside on November 2nd. At
4 that meeting, CalSTA presented, as you heard from Darwin,
5 its draft annual progress report for implementation of
6 CAPTI, the Climate Action Plan for Transportation
7 Infrastructure. We will invite CalSTA to provide an
8 update on CAPTI implementation at the next joint meeting
9 this coming November.

10 Next slide, please.

11 [SLIDE CHANGE]

12 CTC EXECUTIVE DIRECTOR TAYLOR: Agency leadership
13 also heard presentations related to meeting the State's
14 goals for planning for sustainable communities. The
15 topics covered included the Regional Housing Needs
16 Assessment, Regional Transportation Plan Guidelines, and
17 Regional Early Action Program.

18 Next slide, please.

19 [SLIDE CHANGE]

20 CTC EXECUTIVE DIRECTOR TAYLOR: Now, I will
21 provide updates on coordination efforts between our three
22 agencies.

23 Next slide, please.

24 [SLIDE CHANGE]

25 CTC EXECUTIVE DIRECTOR TAYLOR: Since the

1 November 2023 joint meeting, the Commission adopted the
2 2024 Regional Transportation Plan Guidelines. Updates to
3 the guidelines were developed through interagency
4 workgroups and comments provided by various stakeholders.
5 Our Commission staff and staff from HCD worked together to
6 update language surrounding the Regional Housing Needs
7 Allocation process. The updated language strongly
8 encourages alignment between climate and housing planning.

9 Commission staff and CARB staff coordinated to
10 clarify aspects of the Sustainable Communities Strategies
11 process to ensure consistency with CARB's 2019 Sustainable
12 Communities Strategies evaluation guidelines and to add
13 implementation resources.

14 Regional agencies can review new planning
15 practice examples and a new list of strategies to support
16 sustainable communities in these guidelines.

17 Next slide, please.

18 [SLIDE CHANGE]

19 CTC EXECUTIVE DIRECTOR TAYLOR: Other notable
20 updates since our last joint meeting include CTC's
21 inclusion of Prohousing as an evaluation criteria in the
22 first cycle of the Local Transportation Climate Adaptation
23 Program, also known as LTCAP. The Local Transportation
24 Climate Adaptation Program supports the development and
25 implementation the products that adapt local surface

1 transportation infrastructure to climate change and
2 protect climate vulnerable communities.

3 We would like to highlight that the Local
4 Transportation Climate Adaptation Program awarded
5 \$309,271,000. These projects funded addressee emergency
6 evacuation needs in flooding and wildfire prone areas, and
7 adaptation innovation -- and adaptation improvements to
8 provide greater infrastructure and climate vulnerable
9 community resiliency against erosion, flooding, sea level
10 rise, King tides, and extreme heat.

11 Of the 15 total applications, more than half
12 indicated they had received or were actively working
13 toward having a Prohousing Designation. The Commission
14 coordinates with HCD on the subject of Prohousing in
15 transportation funding programs through the Interagency
16 Housing and Transportation Workgroup.

17 Next slide, please.

18 [SLIDE CHANGE]

19 CTC EXECUTIVE DIRECTOR TAYLOR: Funding was
20 recently made available by CARB's Sustainable
21 Transportation Equity Project, also known as STEP, for
22 local communities to develop Prohousing policies to reduce
23 vehicle miles traveled. This action was implemented in
24 response to feedback received at the November 22 -- 2022
25 joint meeting.

1 In January, 2024, CARB awarded five STEP
2 projects. Another five projects are currently being
3 reviewed. All 10 project applicants pursued funding to
4 support the implementation of Prohousing Policy to reduce
5 the cost of active transportation and other travel modes.

6 Next slide, please.

7 [SLIDE CHANGE]

8 CTC EXECUTIVE DIRECTOR TAYLOR: Last June, CARB
9 presented on the relationship between roadway pricing and
10 the State's vehicle mile traveled goals to the State
11 Roadway Pricing Working Group. In addition, although not
12 shown on this slide, I also want to share that the
13 Commission's Road Charge Technical Advisory Committee is
14 anticipating an update on the implementation of the new
15 Senate Bill 339 pilot program from Caltrans at its next
16 meeting on May 31st. The updated -- the update is
17 expected to discuss how revenue collection has been going
18 during that pilot.

19 Next slide, please.

20 [SLIDE CHANGE]

21 CTC EXECUTIVE DIRECTOR TAYLOR: That concludes my
22 report and I'll hand it back to Chair Guardino.

23 Thank you.

24 CTC CHAIR GUARDINO: Thank you Executive Director
25 Taylor. Justin, do we have any public comments either in

1 the room or online on the Interagency Progress Report?

2 CTC CLERK ASSISTANT HALL: Thank you, Chair
3 Guardino. We did not receive any requests virtually or in
4 the room to comment on this item.

5 CTC CHAIR GUARDINO: Great.

6 Thank you. Then we will move forward, unless
7 there are comments or questions from CTC Commissioners,
8 CARB Board members, or executive leadership.

9 Okay. Seeing none, we will move on to Item 3 on
10 our agenda, which is our sustainable freight and community
11 impacts. And we are going to hear from a series of
12 professionals. Thank you for all being ready to go.

13 Megan Kirkeby, I believe you're going to lead us
14 off.

15 (Thereupon a slide presentation).

16 HCD DEPUTY DIRECTOR KIRKEBY: I will try. Can
17 you guys all hear me?

18 CTC CHAIR GUARDINO: Yes.

19 HCD DEPUTY DIRECTOR KIRKEBY: Great. All right.
20 Well, I hope this is fun you guys. So thank you so much
21 for this -- to the CTC for hosting us today and to ARB and
22 CTC's partnership in these meetings, and all the things
23 that happen in between.

24 Today, as Director Velasquez said, this is Fair
25 Housing Month. Today, in fact, is the 56th anniversary of

1 the Fair Housing Act. And don't worry, you're at the
2 right panel. You know, why are we here talking about fair
3 housing? Isn't this the sustainable freight panel? And
4 hopefully, I get a chance to make some of those
5 connections for everybody today and kind of -- kind of
6 walk through why we'd be talking about fair housing on a
7 sustainable freight panel.

8 And then if you could go to the next slide.

9 [SLIDE CHANGE]

10 HCD DEPUTY DIRECTOR KIRKEBY: That critical
11 evolution comes as we moved from the Fair Housing Act to
12 Affirmatively Furthering Fair Housing. And, you know,
13 it's always helpful to start with the definition here.
14 But Affirmatively Furthering Fair Housing is defined as
15 taking meaningful actions in addition to combating
16 discrimination that overcome patterns of segregation and
17 foster inclusive communities free from barriers that
18 restrict access to opportunity for communities of color,
19 persons with disability, and other protected classes under
20 California State law.

21 The duty to Affirmatively Furthering Fair Housing
22 extends to all public agencies' activities and programs
23 relating to housing and community development.

24 Next slide.

25 [SLIDE CHANGE]

1 HCD DEPUTY DIRECTOR KIRKEBY: So what is that?
2 What does that mean these meaningful actions?

3 Specifically, they must aim to address
4 significant disparities in housing needs and in access to
5 opportunity; replace segregated living patterns with truly
6 integrated and balanced living patterns; transform
7 racially and ethnically concentrated areas of poverty into
8 areas of opportunity; foster and maintain compliance with
9 civil rights laws and fair housing laws.

10 So really what that comes down to or the way that
11 I like to talk about it is AFFH is inherently is a "both
12 and" strategy. It is about undoing the legacy of
13 exclusion, so increasing access to communities that have
14 lots of resources, that have lower pollution, that have
15 better schools, that have resources that have been linked
16 to longer life spans, to long-term economic opportunity.

17 And the second side of that is understanding that
18 not all people are going to pick up and move into another
19 community, just because that community has higher
20 resources. It is about and -- that there is a second half
21 of that obligation that is inherently about community
22 development. And that is where HCF cannot do this alone.
23 This about the and of looking at the places that have been
24 historically disinvested, have been historically
25 overlooked, and looking at that piece of the puzzle that

1 is on access to opportunity, not just from moving, but
2 from lifting up communities where people are living today.

3 And so -- the next slide.

4 [SLIDE CHANGE]

5 HCD DEPUTY DIRECTOR KIRKEBY: That need for AFFH
6 really comes from the fact that we can -- we can get rid
7 of explicit housing discrimination, right? We can say,
8 you're not allowed to have racially restricted covenants
9 anymore. By the way, for a long time after that, it took
10 us -- they continued to live on -- one of my staff members
11 continues to have a racially restricted covenant on his
12 land and he's a person of color. It is a moot thing, but
13 those things have a lasting legacy, right, that live on
14 beyond those prohibitions.

15 But even when we get rid of those explicit
16 prohibitions, even when we say, you know, you can't deny
17 housing access to someone, there is a legacy that lives on
18 in other implicit ways. And we as policymakers play a
19 role in that. We perpetuated this situation. You know,
20 we put into place lending laws that came after racially
21 restricted covenants that actually still reinforce that
22 segregation. And we're in charge of community development
23 for California. We're in charge of where resources go and
24 how we invest those resources in particular communities.
25 And all of the actions we take have an inherent impact on

1 communities.

2 We might make a decision about our programs that
3 is going to reduce pollution in a specific area or
4 increase pollution in a specific area. We all have --
5 you know, education is not here today, but education has
6 an impact on those communities. It is so multi-faceted
7 when we begin to think about the legacy of segregation and
8 the role it plays in what some communities have access to
9 that other communities don't. And so some of those
10 implicit things that begin to happen even after we got rid
11 of explicit discriminatory practices were exclusionary
12 zoning, right? Like -- and even at -- a lot of those are
13 not necessarily from a place of intent, you know, but when
14 we emphasize a single housing type, or we think about land
15 use in a particular way, we don't create a community that
16 is going to have complete access to all members segments
17 of our population.

18 And I want to own on the housing side this is a
19 very explicit thing that we had to really look at. A lot
20 of the way that we invest affordable housing dollars leads
21 to more affordable housing being only available in
22 concentrated areas of poverty. Now, that sounds -- that
23 sounds wild, right? Like why we would design a program
24 that does that? Well, we didn't -- nobody designed a
25 program to do that thing, but we emphasized access to

1 transit. We emphasized low cost. We emphasized
2 multi-family housing and lower -- it's requirement to help
3 lower income populations.

4 Well, it's very difficult to build multi-family
5 housing in many parts of the state. And that difficult
6 process can create long delays that increase cost that
7 make it extremely difficult for a project to be
8 competitive. They might also have access to great
9 schools, grocery stores, lots of entry level jobs, but
10 they may not have access to high-quality transit, because
11 of the way our suburban communities develop.

12 And so some of those disconnects over time led
13 HCD and other housing organizations over the past 10 years
14 to really evaluate our portfolio. Where is the housing
15 that we're building available and does every community
16 have access to affordable housing? No, they don't. Most
17 of our portfolio is not in higher resource communities.
18 We have almost none in communities that are higher
19 resource. So that has been a big piece of our work at HCD
20 is kind of undoing some of those harms and really looking
21 to how do we have a more balanced portfolio, so there
22 really is housing choice.

23 But that -- that's the first side of the coin,
24 right? That's about access to housing. But the community
25 development side of AFFH is equally our responsibility at

1 HCD. And as I'll talk about on the next slide --

2 [SLIDE CHANGE]

3 HCD DEPUTY DIRECTOR KIRKEBY: -- it's also a
4 mandate for all public agencies in California.

5 Next slide.

6 [SLIDE CHANGE]

7 HCD DEPUTY DIRECTOR KIRKEBY: To ameliorate these
8 patterns that we kind of see emerge over and over again,
9 of, you know, the wrong side of the tracks is something
10 we've probably all heard a million times in our life. And
11 the wrong side of the tracks exists, right? Communities
12 are different from each other. And that is about a
13 million different decisions that go into making a
14 community.

15 So AB 686, which was sort of our effort to
16 memorialize the national movement on this front, both the
17 moral and legal obligation that stems from the Fair
18 Housing Act, but it mandated all State and local public
19 agencies to facilitate deliberate action to explicitly
20 address, combat, and relieve disparities resulting from
21 past patterns of segregation to foster more inclusive
22 communities. And it improves the integration of the fair
23 housing efforts into our housing element.

24 So something I haven't talked a whole lot about
25 at this joint meeting, but probably we will at some point,

1 it's an important piece of the puzzle, is how
2 intersectional housing planing has been this cycle more
3 than any other. We are -- we are -- we are asking our
4 local governments, and they are not always happy to be
5 asked this, but every local government this cycle had to
6 analyze racial disparities within their communities.

7 Every single local government had to tell us
8 about their history and their current status of disparity
9 in their community and access for protected classes, and
10 had to have an actionable time-bound and specific plan to
11 address both sides of what I've been talking about, that
12 access side and that community development side. And so
13 that's something that every single of the 539 local
14 governments had to do in California this year, but it also
15 involves all of us and all the other California public
16 agencies.

17 Next slide.

18 [SLIDE CHANGE]

19 HCD DEPUTY DIRECTOR KIRKEBY: Public agencies
20 means all of the following:

21 The State, it's the entire state. It's every
22 State office, every officer, every department, every
23 division, every bureau, every board, every commission,
24 including the CSU, the cities, the housing authorities,
25 that housing agencies, and anyone else that's receiving

1 HUD funding is subject to this. And it's anyone that
2 touches housing or community development, because you have
3 to touch both sides at this point.

4 And so this has been a long-winded way to get at
5 the sustainable freight conversation we're talking about
6 today. Pollution is not equitably distributed in the
7 State. And I think we're all aware of that and I think we
8 all have equity-minded folks working in our organizations,
9 but it is an explicit thing to think about how are we
10 contributing to this legacy of inequity in our state and
11 how do our programs have the opportunity to affirmatively
12 further a fair future for all of us where pollution is not
13 as inequitably distributed throughout the State.

14 And so sustainable freight kind of set up
15 what's -- what I think is valuable to talk about there is
16 the ways in which we know that freight patterns have
17 impacted certain citizens of California differently,
18 right? And so when we move to think about how do we move
19 to a less polluting version of freight, we also have an
20 opportunity to kind of reduce some of those harms and to
21 think about how we can change some of those patterns.

22 And so just wanted to talk about how that can be
23 a frame that we look through all of our programs and all
24 of our actions that involve community development. And so
25 I'm a little behind schedule, so we can go to the next

1 slide.

2 [SLIDE CHANGE]

3 HCD DEPUTY DIRECTOR KIRKEBY: But I'll just say,
4 you know, this anal -- oh, sorry, next slide.

5 [SLIDE CHANGE]

6 HCD DEPUTY DIRECTOR KIRKEBY: This analysis, we,
7 at HCD, have a lot of tools on our website for public
8 agencies to think about and data tools as well. And those
9 areas of analysis include in the fair housing enforcement
10 and outreach capacity really thinking about segregation
11 and integration, disparities in access to opportunity,
12 disproportionate housing needs, and displacement, and
13 racially and ethnically concentrated areas of poverty.

14 And there's a large body of research I won't go
15 into today, but really looking at, you know, hey, how does
16 place really matter, right? Like how big a deal is some
17 of this stuff? Which stuff matters the most? And we do
18 try and make sure that we're thinking about those things
19 and not trying to overly guess at things in this space.

20 And then next slide.

21 [SLIDE CHANGE]

22 HCD DEPUTY DIRECTOR KIRKEBY: And then AFFH also
23 really requires us to engage our communities. You can
24 move forward to the next slide.

25 [SLIDE CHANGE]

1 HCD DEPUTY DIRECTOR KIRKEBY: So these are -- I
2 spoke to this a little bit already, but these are some of
3 the ways that HCD is taking actions under our public
4 agency mandate, really looking at an opportunity
5 framework, and like which communities do have higher
6 resources, like where are those good schools, where are
7 there jobs, where are those -- where are those lower
8 pollution communities, where are those places where we
9 know our link to long-term success. And we -- you've
10 heard me speak about this at the joint hearing a lot, but
11 the Regional Housing Needs Assessment is a big place where
12 we think about this and think about where are the
13 resources and are we building a range of housing types
14 near things there, the housing elements as I talked about,
15 but also our funding problem -- programs, right, like
16 getting to a space where we aren't having out entire
17 portfolio be unbalanced.

18 And we also do a lot of work with the tribes and
19 then we do our analysis of impediments. Fair Housing
20 Choice is likely to be renamed the Equity Plan, but this
21 is really a work that HUD requires us to do where we
22 analyze every program and make a five-year plan of how
23 we're going to do what I've talked about today, how we're
24 going to hit both that increasing access side and lifting
25 up community side.

1 Next slide.

2 [SLIDE CHANGE]

3 HCD DEPUTY DIRECTOR KIRKEBY: So some
4 considerations for transportation, and energy, and
5 climate, public entities, these are just things you might
6 want to think about, but how you might fulfill your duty
7 to AFFH. So be proactive, determine what your resources
8 are needed to plan for and incorporate AFFH, consider what
9 the mandate to take no action materially inconsistent with
10 the obligation to AFFH could mean for your department,
11 update your program requirements and guidelines to ensure
12 that this AFFH is part of your thought. You know, hey,
13 how have our programs impacted communities differently and
14 is there a racial component to that? Is there a lasting
15 history there?

16 Basically, consider AFFH areas of analysis.
17 Could I -- could I be helped in designing this program if
18 I look at these disparities and access to opportunity.
19 What are the impacts of this transportation policy going
20 to be on protected classes? You know, this is something
21 that California exceeds the federal law on and so it's
22 something to really think about. How are those protected
23 classes going to participate? And it may not always be
24 the way you think about. You know, one of our fair
25 housing experts always reminds me multi-family housing is

1 actually more accessible to persons with physical
2 disabilities, because there are greater requirements in
3 multi-family housing for them to be compliant, right? And
4 so there are -- there are things you might not think about
5 that are valuable to sort of start to bring into your
6 thinking. And just to think about who's served by your
7 existing and planned investments, and how do those
8 investments or the absence of the investment provide or
9 limit access to opportunity?

10 And I know that every of you have equity
11 considerations baked into everything. So to say, this is
12 probably things you're doing already in the most part, but
13 this can be a helpful frame in sort of thinking about
14 that -- how do you contribute and how do you walk back
15 from this lasting legacy of segregation in the state.

16 And I think we can wrap it up. And I probably
17 went over by five minutes, but thank you all for
18 entertaining me, and that you can move to the -- you can
19 move to the end slide there. But basically also making
20 some data tools available to you. And I know who needs
21 another map? There's a lot of maps, but this can be a
22 helpful frame to think about, you know, which communities
23 do you have resources that are from peer-reviewed data
24 linked to long-term economic and other success indicator
25 opportunities.

1 So feel free to reach out. We're here as a
2 resource. We don't think you should do any -- you don't
3 have to do anything alone or get stered by this, but it
4 can be just a helpful way to think about how your -- you
5 help us on the community development side change the
6 landscape of California.

7 So thanks, everyone.

8 CTC CHAIR GUARDINO: Megan, thank you. And do
9 you work with all 110 federally recognized tribes then in
10 California?

11 HCD DEPUTY DIRECTOR KIRKEBY: We do. Yes, we
12 have -- we were very lucky through AB 1010 to reinstate
13 the California Indian Assistance Program, which had been a
14 program in the 80s and early 90s that then disappeared.
15 And the Legislature allowed us to bring that back. And it
16 has been a really -- a really valuable piece of my time at
17 HCD and it's something I love doing. So we had our
18 quarterly tribal working group yesterday with all 110
19 tribes. And we do that every quarter to engage on each of
20 HCD's programs. And that's not to say that we don't have
21 a lot of room to grow.

22 There -- you know, walking back our legacy of
23 history with the tribes is also something we're deeply
24 committed to, but it doesn't mean we don't make mistakes
25 and need to keep working on it. So we're in a constant

1 place of growth there and listening.

2 CTC CHAIR GUARDINO: Megan, thank you.

3 HCD DEPUTY DIRECTOR KIRKEBY: Yeah.

4 CTC CHAIR GUARDINO: And I think I let my
5 curiosity on that question get the best of me and I will
6 hold other questions until --

7 HCD DEPUTY DIRECTOR KIRKEBY: Sorry. Me too.

8 CTC CHAIR GUARDINO: No, it was me. That was me.
9 Thank you for the great work you're doing. We're going to
10 go Matthew Yosgott, Deputy Director of the CTC. And you
11 and Kayla Giese are both going to be discussing?

12 Great.

13 CTC DEPUTY DIRECTOR YOSGOTT: Yes, that is
14 correct.

15 CTC CHAIR GUARDINO: Thank you.

16 CTC DEPUTY DIRECTOR YOSGOTT: So thank you Chair
17 Guardino, Commissioners, CARB Board members, and Director
18 Velasquez. I'm Matthew Yosgott. I'm the Deputy Director
19 of Programming at the California Transportation
20 Commission. And this morning I'm pleased to cover the SB
21 671 Clean Freight Corridor Efficiency Assessment with my
22 colleague Kayla Giese to my left.

23 Back in December, the Commission was able to
24 adopt and submit California legislature the completed
25 assessment, which was a culmination of over 24 months of

1 hard work and coordination with all of our stakeholders in
2 this space led by -- (clears throat) -- excuse me --
3 Hannah Walter and Kayla Giese. So with that, I think
4 Kayla is more appropriate to present the bulk of the
5 presentation, so I'm going to hand it over to her to cover
6 some of the ground of the assessment

7 (Thereupon a slide presentation).

8 CTC SB 671 ASSESSMENT COORDINATOR GIESE: Thank
9 you, Matthew. Good morning, everyone. I'll be providing
10 some background on our Clean Freight Corridor Efficiency
11 Assessment over the next couple of slides.

12 Next slide, please, Brandy.

13 [SLIDE CHANGE]

14 CTC SB 671 ASSESSMENT COORDINATOR GIESE: The
15 goal of the SB 671 assessment was to identify corridors
16 and infrastructure needed to support the deployment of
17 zero-emission medium-duty and heavy-duty vehicles. To
18 develop the assessment, we created an SB 67 workgroup made
19 up of 140 organizations and 300 individuals from different
20 sectors and industries. Our workgroup met 14 times over
21 the course of two years and was open to anyone who wanted
22 to participate. The final assessment was submitted to the
23 Legislature in December of 2023 after final approval by
24 our commissioners.

25 Next slide, please.

1 [SLIDE CHANGE]

2 CTC SB 671 ASSESSMENT COORDINATOR GIESE: SB 671
3 required us to identify the following topics in the
4 assessment: freight corridors that would be priority
5 candidates for the deployment of zero-emission medium- and
6 heavy-duty vehicles; the top five freight corridors with
7 the heaviest freight volume - we actually identified the
8 top six; projects that would achieve the goals of the
9 assessment; barriers and potential solutions to achieving
10 the goals of the assessment; the impact on roads and
11 bridges due to increased weight of zero-emission vehicles;
12 methods to avoid displacement of residents and business on
13 the freight corridors; and benefits from the deployment of
14 zero-emission vehicles.

15 Next slide, please.

16 [SLIDE CHANGE]

17 CTC SB 671 ASSESSMENT COORDINATOR GIESE: The
18 assessment identified the top six freight corridors and
19 their links to ports of entry and the top 34 priority
20 freight corridors in the state.

21 The top six corridors represent over 50 percent
22 of average daily truck vehicle miles traveled by
23 medium-duty and heavy-duty trucks across California and
24 are defined as routes -- excuse me defined as routes with
25 the highest concentration of truck volume with a minimum

1 segment length of 50 miles. The 34 priority corridors are
2 corridors that are necessary to support the efficient
3 movement of goods across the state and were identified by
4 workgroup members. Allowing our workgroup members to
5 nominate corridors ensured that their perspectives
6 regarding freighted were included in the assessment.

7 By identifying the 34 priority corridors and the
8 top six corridors, we are providing a starting point for
9 short- and long-term zero-emission infrastructure planning
10 for freight.

11 Next slide, please.

12 [SLIDE CHANGE]

13 CTC SB 671 ASSESSMENT COORDINATOR GIESE: The
14 assessment includes three scenarios of potential statewide
15 zero-emission infrastructure needs. It includes the idea
16 of focusing first on initial viable network of stations
17 needed along the top six corridors. These three scenarios
18 are: an accelerated battery electric adoption, a balanced
19 adoption, and accelerated hydrogen fuel cell adoption.

20 We found that if we -- that if we are focusing on
21 the initial viable network of publicly accessible
22 stations, we have enough public funds in existing grant
23 programs to provide public funding for the initial viable
24 network in 2025. The cost of the 2035 initial viable
25 network is estimated to be between 10 and 15 billion

1 dollars, and all fund sources will need to be utilized for
2 this. More details about this can -- and the three
3 scenarios can also be found in our assessment and its
4 appendix and on our SB 671 webpage. This section of the
5 assessment also covers individual station cost estimates.

6 Next slide, please.

7 [SLIDE CHANGE]

8 CTC SB 671 ASSESSMENT COORDINATOR GIESE: This
9 slide shows the current timeline for zero-emission freight
10 infrastructure development and how recommendations in the
11 assessment could shorten that timeline. Our assessment
12 estimates that the current station development process can
13 take six to eight years per station. A central delivery
14 team should be created to coordinate implementation on
15 State -- on a State and local level, create a set of
16 standardize station development models that can be
17 replicated along priority corridors, and take a corridor
18 approach to combine and sequence station development.

19 Next slide, please.

20 [SLIDE CHANGE]

21 CTC SB 671 ASSESSMENT COORDINATOR GIESE: A
22 primary recommendation in the assessment is the idea of a
23 central delivery team. The central delivery team actions
24 be broken down into freight infrastructure focused and
25 corridor focused. The central delivery team would work

1 with State agencies and local planners and community
2 members on more regionally specific plans and potential
3 locations for zero-emission infrastructure.

4 Next slide, please.

5 [SLIDE CHANGE]

6 CTC SB 671 ASSESSMENT COORDINATOR GIESE: The
7 assessment includes several recommendations for the
8 central delivery, including working with zero-emission --
9 working with the zero-emission strike team that was
10 defined in Executive Order N-8-23 to continue the next
11 steps of this work. A central delivery team would be
12 designated -- would be a designated lead group or agency
13 that will deliver the functions we have laid out in the
14 assessment. The intent of this team is to lead the
15 coordination of zero-emission infrastructure planning and
16 implementation. The team should work with stakeholders to
17 strategically select specific project locations or target
18 small areas for collaboration with State agencies to
19 deliver project-sequencing goals.

20 Next slide, please.

21 [SLIDE CHANGE]

22 CTC SB 671 ASSESSMENT COORDINATOR GIESE: I'll be
23 going over some key recommendations from the assessment
24 over the next several slides before I turn it over to
25 Matthew.

1 The final assessment includes 16 total
2 recommendations for the transition to zero-emission
3 freight. I'll highlight some of them over the next few
4 slides.

5 First, here are some key recommendations for the
6 central delivery team. As I mentioned earlier, one lead
7 group should be designated to carry out the functions of
8 the central delivery team outlined in the assessment. The
9 team should identify leads from Regional Transportation
10 Planning Agencies, Metropolitan Planning Organizations,
11 ports, utilities, localities, fleets, State agencies, and
12 other stakeholders to implement the buildout of
13 zero-emission infrastructure.

14 The team should also develop a process for
15 impacted communities, community-based organizations,
16 equity advocates, public health advocates, tribal nations,
17 environmental advocates, and any other groups identified
18 to be included in zero-emission station location planning
19 and implementation.

20 They should also work with community colleges and
21 ports that provide training programs to support training,
22 reskilling, and upskilling of freight industry workers.

23 Next slide, please.

24 [SLIDE CHANGE]

25 CTC SB 671 ASSESSMENT COORDINATOR GIESE: Next,

1 the assessment recommends that available public funds
2 should be allocated where possible to support the buildout
3 of that 2035 initial viable network cost. We estimated
4 that the total cost of the 2035 initial viable network
5 will cost 10 to 15 billion dollars, as I previously
6 mentioned, and will need to be shared between private and
7 public funding and come from all available sources.

8 Next slide, please.

9 [SLIDE CHANGE]

10 CTC SB 671 ASSESSMENT COORDINATOR GIESE: We also
11 have several recommendations for streamlining station
12 development in the assessment in order to meet the State's
13 goals. The central delivery team should be created to
14 coordinate the -- and implement SB 671 assessment
15 recommendations. They should also create a set of
16 standardized station development models that can be
17 replicated for each station across a priority corridor.
18 The Legislature should consider authorizing a statutory
19 exemption from CEQA for zero-emission freight charging and
20 hydrogen fueling stations, and a default permit approval
21 deadline for zero-emission freight charging and hydrogen
22 fueling stations.

23 A default permit approval deadline would allow a
24 permit to be deemed complete if it is not approved or
25 otherwise commented on within a specific time frame.

1 State agencies should also continue to collaborate on
2 zero-emission infrastructure planning.

3 Next slide, please.

4 [SLIDE CHANGE]

5 CTC SB 671 ASSESSMENT COORDINATOR GIESE: Okay.

6 Lastly, the assessment includes several recommendations on
7 how to support fleet and truck owners in the transition to
8 zero-emission freight. The Legislature should create a
9 new limited term zero-emission truck incentive program for
10 fleets of all sizes to assist them with the purchase --
11 with purchasing zero-emission trucks. They should also
12 authorize a vehicle buyback program that would appropriate
13 funds to State agencies that could work with truck sales
14 companies to set aside funds to buy back used
15 zero-emission trucks from fleets once they reach their
16 useful life.

17 We are also recommending that the California Air
18 Resources Board could create a provision within the Low
19 Carbon Fuel Standard Program to support buildout and
20 operation of fast charging and hydrogen fueling
21 infrastructure for medium- and heavy-duty vehicles.

22 And State agencies, RTPAs, MPOs, and the
23 Legislature should consider how the State can support
24 Mexico-based fleets operating within California in the
25 transition, and explore funding opportunities for

1 zero-emission infrastructure near the California-Mexico
2 border. I will now turn it over to Matthew to touch on
3 some next steps for the zero-emission freight transition.

4 CTC DEPUTY DIRECTOR YOSGOTT: Thank you, Kayla.
5 Next slide, please.

6 [SLIDE CHANGE]

7 CTC DEPUTY DIRECTOR YOSGOTT: So before I talk
8 next steps, we thought it was timely to mention that the
9 federal government back in March also issued their own
10 National Zero-Emission Freight Corridor Strategy. This
11 strategy is meant to guide from a federal level the
12 deployment of zero-emission medium- and heavy-duty vehicle
13 charging and hydrogen refueling infrastructure from
14 current year 2024 through 2040. So this is a nationwide
15 assessment.

16 On the right side, we wanted to provide you some
17 similarities that we identified between our own assessment
18 and the federal assessment that was just issued. So we
19 recognize that both assessments prioritize a sequence --
20 sequenced deployment along key freight corridors. It --
21 they both recommend and suggest fostering collaborative
22 processes with the government, the energy industry, the
23 freight industry in communities similarly to what we've
24 proposed in our central delivery team action. They both
25 recognize prioritizing stakeholder and community feedback

1 and were pleased that five of our top six corridors are
2 identified as zero-emission freight corridors in the first
3 phase of the national strategy. The one corridor, State
4 Route 99, is identified in a later phase for their
5 strategy.

6 Next slide, please.

7 [SLIDE CHANGE]

8 CTC DEPUTY DIRECTOR YOSGOTT: So to wrap our
9 conversation up, we wanted to talk about some next steps,
10 because I think that's the perfect place for us to be,
11 since we've issued our assessment back in December. So
12 Commission staff are continuing to meet with legislative
13 staff around the assessment's recommendations that we
14 recommended to them about creating some draft legislation.
15 Specifically, it's not noted on this slide, but Senate
16 Bill 934 would implement our recommendation on the central
17 delivery team. And our team is currently working with
18 legislative staff to provide our feedback.

19 Secondly, we continue to collaborate with the
20 Governor's Office of Business and Economic Development,
21 the California Energy Commission, the California Public
22 Utilities Commission, the Air Resources Board, and
23 Caltrans on how we, as a State, can transition to
24 zero-emission freight. I'm not going so steal any thunder
25 from Hannon and Gia to my right, but the Energy Commission

1 will present on their Clean Transportation Program and the
2 Governor's Office of Business and Economic Development
3 will cover their Zero-Emission Vehicle Strategy and State
4 Agency Action Plan.

5 One agency that's not present today to present on
6 their contribution is the Public Utilities Commission who
7 is leading an effort on the Freight Infrastructure Plan.
8 So the freight infrastructure plan is a coordinated effort
9 led by the Public Utilities Commission, which includes
10 several of the state's investor-owned utilities, to
11 develop methodologies to provide each of them with an
12 understanding of road segments in their service
13 territories and the average truck trips on each corridor
14 segment. This effort aims to provide a starting point to
15 calculate an approximate electrical load necessary for
16 each segment. And this work that they're doing on what
17 they refer to as FIP has been informed by several of the
18 assumptions and methodologies that we developed in our
19 clean freight corridor efficiency assessment.

20 And lastly, I need to note the Commission has a
21 continued emphasis on medium- and heavy-duty zero-emission
22 infrastructure in our Trade Corridor Enhancement Program.
23 So we are taking on our fourth iteration of that program.
24 And with our cycle four guidelines development, we are
25 emphasizing to a greater extent the need and the -- how

1 ZEV projects can compete in our two-step program. So we
2 were very fortunate to recommend just over \$150 million to
3 ZEV projects in our third cycle, which is our past, and we
4 hope and expect we will have more submittals in our fourth
5 cycle and fund more of those types of projects.

6 So with that, I think I will close it off for the
7 671 assessment and turn it over to Hannon.

8 [SLIDE CHANGE]

9 CTC CHAIR GUARDINO: Matthew, Kayla, thank you.
10 Hannon, welcome. It's great to have you here.

11 HANNON RASOOL: Yeah, thanks for having me. Can
12 you guys hear me okay?

13 CTC CHAIR GUARDINO: Yes.

14 HANNON RASOOL: Okay. Great. So my name is
15 Hannon Rasool. I'm the Director of the Fuel and
16 Transportation Division at the California Energy
17 Commission. I have a lot of slides. I'm going to go
18 through some of them at a very high level in the interests
19 of time, but I want to provide the context and just some
20 background on some of these slides, so folks know we're
21 thinking about a lot of different items. I'm going to
22 speak primarily about our budget, our modeling and
23 analysis efforts, and also the grant funding that we do.

24 Next slide, please.

25 [SLIDE CHANGE]

1 HANNON RASOOL: So our primary funding source in
2 our program is under this umbrella of the Clean
3 Transportation Program. That's been around for quite some
4 time. It was actually just reauthorized through 2035 this
5 past summer. So just that continued commitment from the
6 State for zero-emission vehicle infrastructure. I won't
7 speak too much about really the greenhouse gas emission
8 part of it. I think we all know that a lot of the climate
9 crisis is from transportation, but then also the public
10 health impact, especially from diesel vehicles is from
11 tailpipes, diesel vehicles, and transportation as well.

12 Next slide, please.

13 [SLIDE CHANGE]

14 HANNON RASOOL: So in addition to our 100 million
15 per year baseline funding, we've also been lucky enough to
16 get funding from the State from the general fund and
17 Greenhouse Gas Reduction Fund. So our most recently
18 approved investment plan covering fiscal years 23-24
19 through 26-27 is \$1.85 billion. That does not include the
20 money that was already spent previous to fiscal year
21 23-24. It also does not include clean transportation
22 program or CTP reauthorization. Since that was just
23 reauthorized last summer, we want to make sure we go
24 through that stakeholder process and then allocate that
25 outfunding appropriately. We're going through that

1 process now, so the next investment plan will reflect that
2 money, hundred mill per year, through 2035 as well.

3 At a high level, the 658 million for light-duty
4 EV infrastructure and 1.15 billion for medium-duty,
5 heavy-duty. In addition to that, we have funding from the
6 federal government through some formula funding for five
7 years. We're also competing for additional competitive
8 funding from the Feds. Last year, we submitted an
9 application and we plan to submit at least -- at least one
10 more. I could see us doing even upwards of three when
11 that next funding round comes up.

12 Next slide, please.

13 [SLIDE CHANGE]

14 HANNON RASOOL: So just briefly on this one, I'll
15 go quickly. We do a whole range of medium-duty,
16 heavy-duty, so really Class 2b through Class 8, and also
17 fund electric and hydrogen. Some of these are
18 prescriptive line items from the Legislature, such as
19 drayage trucks, school buses, things of that nature, and
20 then we have some broad funding as well. And again, we go
21 through a really extensive stakeholder process on that
22 more fungible funding of how to allocate that.

23 Next slide, please.

24 [SLIDE CHANGE]

25 HANNON RASOOL: I'm going to skip over this one.

1 It will be in folks decks, if they want it. It just kind
2 of shows a breakout for light-duty, MD/HD over those
3 fiscal years. And then keeping in mind, this next
4 investment plan will push that fiscal year 26-27 out to
5 2035 as well for select full CTP.

6 Next slide.

7 [SLIDE CHANGE]

8 HANNON RASOOL: Now, we have been very committed
9 to equity for a long time now and we continue to emphasize
10 that in our programs. Our goal has been 50 percent, 5-0,
11 towards disadvantaged or low-income communities. We have
12 exceeded that. The one thing I want to note is that this
13 is location based. It is where -- where is that lo --
14 infrastructure located. And we've actually been working
15 for over a year to go beyond that. We really want to see
16 and define how people are benefiting from this besides
17 just a location. So while location is important, I think
18 it's a tangible way to measure it. We want to go further
19 and see, you know, where is air quality improvements
20 happening, where are these vehicles, especially MD/HD,
21 traveling? Where are jobs created?

22 So we're working on that now with the goal of by
23 the end of this year starting on Jan 1, 2025, we'll put
24 that new rubric into place, and still under that rubric
25 seek to go over 50 percent.

1 Next slide.

2 [SLIDE CHANGE]

3 HANNON RASOOL: Here's another one I'm just going
4 to go really quickly on. This lists out some of our goals
5 for 2025, '30, '35, and '45. I will note that the 2025
6 goal of 1.5 million ZEVs sold was actually achieved two
7 years ahead of schedule. And then on the charger count
8 piece, 250,000 chargers by 2025, 10,000 of which should be
9 fast chargers. We met the fast charger goal two years
10 ahead of time, hit that list year. And we're over 11,000
11 as of our last count earlier this year.

12 Next slide, please.

13 [SLIDE CHANGE]

14 HANNON RASOOL: Okay. So next, I'll speak
15 briefly about the modeling and assessments we do. We have
16 a number of them. I'm going to highlight just a couple.
17 Pursuant to Assembly Bill 2127, we do an assessment of how
18 much electric vehicle infrastructure is needed for
19 light-duty EVs and also MD/HD, medium-duty, heavy-duty
20 truck bus electric vehicle as well.

21 We actually key this off of the CARB regulations
22 and other regulations. So this contemplates meeting ACT,
23 ACF, and all other regulations as well, so our modeling
24 and our goals reflect that. You'll notice that most of the
25 charging is going to come from depot charging. This tends

1 to be more convenient for fleets, located in a time where
2 the vehicles are down either over night or middle of
3 shifts.

4 But we also need a really robust strategically
5 placed public network as well. And so our analysis looks
6 at both the public network, depot charging, we break it
7 out by different power levels of those chargers.
8 Obviously, a vehicle like a box truck that operates in a
9 city may only go 30 miles in that day. You don't as high
10 of a charger for that. You also don't need to charge that
11 every day. Our analysis shows that for some of those you
12 might charge it every second or third day. So we're
13 really nuanced in how we think about this. We work with
14 national labs and also academia in building these models
15 out.

16 Next slide, please.

17 [SLIDE CHANGE]

18 HANNON RASOOL: Here's another one I'm not going
19 to spend too much time on, but I just want folks to know
20 we're thinking about these things. We look at load curves
21 as well of these different vehicles to see when they're
22 going to power up in response to time-of-use rates and
23 other characteristics, and we can look at when that
24 charging will happen and how that's going to impact the
25 grid. It's really important that we think about it. So

1 we're thinking about this as well. Again, we're
2 projecting about 82 percent of charging will happen in a
3 depo and the remainder will happen en route or public
4 retail charging.

5 Next slide, please.

6 [SLIDE CHANGE]

7 HANNON RASOOL: So we also do quite a bit of
8 analysis on hydrogen. Pursuant to Senate Bill 643, we do
9 this analysis every three years. The first one was done
10 just last year. And I'll note with both AB 2127 and
11 Senate Bill 643, again a really robust stakeholder process
12 to hear from industry, vehicle manufacturers, charging
13 companies. Also other State agencies, we share a draft
14 with one another and make sure we're getting input on
15 that. We do a draft, refine it. We do a final version of
16 that as well.

17 The hydrogen one was our first one end of last
18 year. It showed a pretty big variance in how much
19 infrastructure will be needed for that based on different
20 metrics, such as vehicle options, fuel availability, fuel
21 cost. So, we'll refine that every three years as well.

22 Next slide, please.

23 [SLIDE CHANGE]

24 HANNON RASOOL: We can skip over this one. It
25 just mentions what I already said. So go to the next

1 slide.

2 [SLIDE CHANGE]

3 HANNON RASOOL: Thank you. Oh, sorry. Could you
4 go back one.

5 Thank you.

6 Again, this is really to look at what this new
7 load is going to do to the grid. This is a really
8 important topic for us. We're showing in 2035 having met
9 all of our goals for light-duty and MD/HD. The impact
10 from electric vehicles will only be 10 percent of the peak
11 load. Still something we need to plan for, but I know
12 there's a lot of articles out there and discussions, which
13 make it seem like the sky is falling. We are planing for
14 this. We are thoughtful about this. There will be some
15 challenges at a more local level, you know, some circuits,
16 some substations may need more time and attention. That's
17 a real thing we need to think about and plan for.

18 I don't want to minimize that, but holistically
19 looking systemwide. We're in a good place and we continue
20 to build towards meeting our goals and serving all those
21 needs as well.

22 All right. Next slide, please.

23 [SLIDE CHANGE]

24 HANNON RASOOL: All right. Next, I will talk
25 about some of our grant funding. We have a numbering of

1 grant funding opportunities. And we use a bit of a
2 portfolio approach, where we use a third-party block grant
3 to be broad, rapid, really want to get out there, and then
4 also grant funding opportunities or GFOs we do in-house
5 directly to run through the Energy Commission.

6 So EnergIIZE is managed for us through CALSTART.
7 And it has seven lanes. It's a pretty complex one.
8 There's four primary lanes and then three 3 set-asides
9 lanes.

10 Next slide, please.

11 [SLIDE CHANGE]

12 HANNON RASOOL: So EnergIIZE has been around for
13 a couple years now. We've issued 191 awards, \$115 million
14 in incentives pushed out, and 100 million of that has been
15 in disadvantaged or low-income communities, so well above
16 the 50 percent. And this is where we really want to lean
17 into that, because diesel vehicles, they
18 disproportionately, as we all know, impact certain
19 communities. So our commitment here is actually 60
20 percent, 6-0, when we designed the program, and we're
21 exceeding that as well. We're going to continue to focus
22 on that.

23 Also received significant match share, so at
24 least \$284 million in matched share from the private
25 industry and those applying to our programs through

1 EnergIIZE. This will fund over 1,800 chargers and
2 approximately 50 hydrogen dispensers as well.

3 Next slide.

4 [SLIDE CHANGE]

5 HANNON RASOOL: So we have again several funding
6 lanes. We have Fast-Track, which is coordinated with
7 CARB's HVIP Program and other vehicle programs. So if a
8 customer has a vehicle on the way, we want to get
9 infrastructure to them as quick as possible. We have one
10 dedicated for Hydrogen, one dedicated to Jump Start, which
11 is called Jump Start, but it's our equity lane. That one
12 is a hundred percent equity. You know, it's still 60
13 percent across the Board, but that's a hundred percent
14 equity focused, and then a Public Charging lane as well.

15 Next slide, please.

16 [SLIDE CHANGE]

17 HANNON RASOOL: Here is the three that are --
18 they're set-asides coordinated with CARB and HVIP
19 dedicated to specific segments, like School Buses, Transit
20 Buses, and Drayage.

21 Next slide.

22 [SLIDE CHANGE]

23 HANNON RASOOL: All right. So we have a number
24 of solicitations we do that we run in-house. And these
25 are generally targeted, sometimes more complex, often can

1 go bigger with these as well. So we did a series of
2 blueprints, essentially funding plans for cities and
3 fleets. And they were able to apply where we funded them
4 to do blueprints and really plan this full transition to
5 zero-emission vehicles, both electric and hydrogen.

6 Our second phase of that is to actually fund the
7 implementation of those blueprints. So we just did a
8 notice of proposed award, or NOPA, in February of this
9 year to fund those. I think there were about five winning
10 of that one as well. We will most likely do a second
11 round, because when we did the first round some blueprints
12 were complete, some weren't. We didn't want to wait for
13 every blueprint to be done before we did that second one.
14 We just really want to get out there and build stuff. So
15 we did one round of that. We'll do a second round when
16 more blueprints get built out and continue to fund those.

17 Next slide.

18 [SLIDE CHANGE]

19 HANNON RASOOL: You heard about Senate Bill 671
20 and those freight corridors. So in working with CTC and
21 some other agencies, we actually designed a solicitation
22 to focus on those six freight corridors, awarded those as
23 well. Originally, we went out with \$30 million in funding
24 for that. We ended up doing 34 million. There was a lot
25 of interest in that one, so we funded three projects, but

1 each project has several sites, because we require them to
2 actually start building out those corridors as well. So a
3 number of projects built through that.

4 Next slide, please.

5 [SLIDE CHANGE]

6 HANNON RASOOL: Here's another great example of a
7 program with the Energy Commission and CARB working
8 together. This is actually called Emerging Opportunities
9 that was funded through the general fund a couple years
10 ago. It focuses on zero-emission aviation, rail, and
11 maritime. And we just released a NOPA, a Notice of
12 Proposed Award, for those as well. Some really
13 interesting and great projects, some electric tugs that
14 will be working at ports, some electric construction
15 equipment as well, so this is really moving to that next
16 phase of electrification for new vehicle segments as well.

17 Next slide, please.

18 [SLIDE CHANGE]

19 HANNON RASOOL: All right. This is my last grant
20 one. We're also looking at bi-directional electric school
21 buses. So we're already seeing this in reality. I think
22 it was last summer or two summers go, El Cajon actually
23 discharged electricity from their school buses and put it
24 back on the grid during a heat wave. So this is real.
25 It's tangible. It can happen.

1 We continue to work through, one, how can we
2 promote the pilot phase of it, but also be thinking about
3 scale. So a lot of what we're doing now in some of these,
4 especially in the bi-directional ones, we're saying
5 propose what you want us to fund right away and give us an
6 indication of a phase two and how you would scale that,
7 and we'll consider funding that as well, if you meet
8 certain metrics on the first part, because I think we
9 really want to move to this rapid deployment, but also
10 scaling up what we know is possible.

11 Next slide, please.

12 [SLIDE CHANGE]

13 HANNON RASOOL: All right. This is my last slide
14 and we'll quickly mention something we're working on now.
15 So zero-emission vehicle infrastructure plan, we did one
16 back in 2022. And this is really an articulation of the
17 State efforts in deploying zero-emission vehicle
18 infrastructure across all the agencies, also the private
19 industry and utilities, and all the players and what that
20 looks like.

21 The one we're developing now, we'll have a draft
22 out this summer for public comment and hope to publish a
23 final one at the end of the year is going a step deeper
24 and really having that deployment plan anchoring to the AB
25 2127 and Senate bill 643 goals. We know where we have to

1 get to. We know where we are. We'll build out the
2 pipeline because there's a lot happening, local, State,
3 and federal, and then start addressing those gaps -- those
4 gaps -- excuse me -- those gaps year after year, so we can
5 target those and figure out what's the Energy Commission
6 role, what is the private role, really build all this
7 infrastructure out in a timely manner.

8 And with that, I will stop. Thank you very much.
9 (Applause).

10 CTC CHAIR GUARDINO: Hannon, thank you and thanks
11 for your eagerness to get those dollars out on the street
12 and doing the work that they're intended to accomplish.

13 Gia, welcome. It's great to have you with us.

14 GIA VACIN: Yeah, thank so much for having me
15 this morning. I'm glad to be here.

16 (Thereupon a slide presentation)

17 GIA VACIN: I can go to -- So I'm Gia Vacin. I'm
18 the Deputy Director for the Zero-Emission Vehicle Market
19 Development Office at GO-Biz.

20 Next slide.

21 [SLIDE CHANGE]

22 GIA VACIN: And I think we're familiar with
23 GO-Biz, but not that many years ago, people didn't really
24 know what GO-Biz was. So just a quick -- a quick
25 overview -- overview. Excuse me. We serve the state as

1 kind of the leader for job growth, and economic
2 development, and business expansion. And we really work
3 across sectors to improve how we can work together better
4 to solve problems and accelerate our -- you know, our
5 achievement of our economic, environmental, and social
6 goals.

7 So we have several units that do a variety of
8 different things. I'll just highlight a couple on the
9 slide. There are more than this.

10 But our Business Investment Services Team works
11 really around incentive navigation. We have a
12 confidential site selection. Opportunity for businesses
13 looking to -- you know, to establish or expand in
14 California. Of course, our Zero-Emission Vehicle Market
15 Development team.

16 We also have more -- a newer unit, which was
17 developed kind of around the concept of the ZEV unit is
18 the Climate and Clean Energy Unit, really looking at how
19 we're going to accomplish our energy needs and how we're
20 going to have the capacity and the transmission and
21 distribution that we need. And we have a sustainable
22 freight and supply chain unit as well. So the three of
23 our units are really working more closely together,
24 because there's so much overlap in transitioning to a
25 fossil free future.

1 Next slide, please.

2 [SLIDE CHANGE]

3 GIA VACIN: So in our office, the ZEV market
4 development office, we really work with State agencies and
5 local government and industry to identify and support zero
6 emission vehicle deployment. And we kind of serve as, I'd
7 say, connectors and problem solvers is really our primary
8 role. And so when it comes to the medium- and heavy-duty
9 vehicles or as we affectionately call them, the big ZEVs,
10 we -- thinking about infrastructure deployment, we really
11 have a collaborative approach, because there are unique
12 challenges to this market that are different than
13 light-duty. And so we're providing permitting assistance,
14 looking at different, you know, ways to engage with
15 businesses and understand the challenges that they're
16 encountering at the local level, and thinking about things
17 like, you know, what are -- what kind of different
18 problems are we having when we think about charging depots
19 or these very large sites and really getting together with
20 the local jurisdictions to think about how we can
21 streamline this effort. And then bring those challenges
22 back to the State to think about whether there might be
23 larger solutions that we can apply that could help raise
24 everyone's ability to deploy this infrastructure quickly.

25 Next slide.

1 [SLIDE CHANGE]

2 GIA VACIN: Well, I guess I forgot to mention we
3 also have a number of different kinds of resources on our
4 website for permitting, for where we are in the State and
5 streamlining and those kinds of things as well, so -- and
6 then we also work in a lot of cross-agency collaboration.
7 As you -- as you heard from the other speakers, we have a
8 lot of different efforts going on, and that the agencies
9 talk together a lot, but often GO-Biz can serve that role
10 of helping to convene the agencies to come together and
11 kind of work through some of those pieces.

12 One key element that we have is the Zero-Emission
13 Vehicle Market Development Strategy. It was part of
14 Governor Newsom's ZEV Executive Order. And it tasked
15 GO-Biz with developing a strategy for the State, kind of
16 an all-of-government approach.

17 And the first one was published in 2021. We are
18 required to update it every three years, so we have a
19 draft that's about ready to go to publishing soon here and
20 should be out this quarter. And it's really intended to
21 be kind of our North Star, how we organize more
22 effectively to move the market forward together. So in
23 addition to setting kind of core principles and
24 establishing clear roles, it also identifies objectives
25 for the almost 30 agencies that touch ZEV in one way or

1 another.

2 Obviously, some of them are much -- are much
3 closer than others, but that's kind of the main point of
4 the strategy. And then we also have within that annual
5 action plan for the State agencies and some metric
6 snapshots. I'll go into a little bit more detail on those
7 as well.

8 Next slide.

9 [SLIDE CHANGE]

10 GIA VACIN: So there's a few different components
11 I wanted to just share. So we have our public ZEV
12 strategy website, which you can go and you can find the
13 strategy documents. You can find the State agency action
14 plans. You can look at the Executive Order. And it also
15 houses -- next slide, please.

16 [SLIDE CHANGE]

17 GIA VACIN: It also houses our ZEV market
18 metrics. So the strategy document itself has a really
19 robust appendix that goes into the various metrics for the
20 market pillars and the outcomes that we have. So I maybe
21 should have said we have four key pillars to lifting up
22 the zero-emission vehicle market, right? We need
23 vehicles. We need infrastructure. We need the end users
24 and we need the workforce. So for each of those pillars
25 and our larger outcomes around air quality, reducing

1 greenhouse gases, including that we -- ensuring that we're
2 inclusive and that we have equity and access, and that we
3 have the jobs needed to have workers in the space, we kind
4 of go into a little bit of what we're measuring there. So
5 on the website, you can see -- next slide.

6 [SLIDE CHANGE]

7 GIA VACIN: If you click into the snapshots
8 document there, you can see some medium- and heavy-duty
9 metrics that are incorporated in a few different spots.
10 And I know is this really small, but just wanted to show
11 what -- you know, what it looks like there. So namely
12 it's in vehicle numbers, and voucher data, and those kinds
13 of things now. And we don't really breakout freight
14 versus transit, you know, in this -- in the snapshot, but
15 the original data sources that are provided there can get
16 more granular.

17 And then for infrastructure, we're actually
18 waiting and working with the forthcoming CEC medium- and
19 heavy-duty dashboard that is being worked on right now.
20 And also, if people are curious about freight data, we
21 could encourage them to look at the Atlas EV Hub Electric
22 Freight dashboard. GO-Biz and CEC staff are actually
23 meeting with EV Atlas Hub this month to discuss the
24 respective dashboards. But what we've learned actually is
25 that measuring big -- the big ZEV transition in an early

1 market is not really that straightforward just yet and we
2 need to come together to identify how to measure that in a
3 meaningful way and track our progress. So if anybody has
4 suggestions on how to do that or how to highlight the big
5 ZEVs, we welcome come that input.

6 Next slide, please.

7 [SLIDE CHANGE]

8 GIA VACIN: We also have this strategy document
9 itself, which I mentioned is kind of the North Star
10 document. And it's got long -- many appendices that are
11 super helpful, but the body of the document itself is just
12 about 20 pages and it's a pretty easy read.

13 And I wanted to highlight a couple of items in
14 that document. So next slide.

15 [SLIDE CHANGE]

16 GIA VACIN: This is a lot of words, so don't get
17 hung up on that, but this is new for 2024. It really --
18 in the original document we talked about why do we need a
19 strategy and sort of what are we doing, who's doing what,
20 but we didn't really identify how are we doing that? And
21 so this is an effort to identify the strategies that the
22 State uses as a whole to move forward the market and what
23 outcomes we expect to achieve, why these strategies are
24 meaningful and important in our nearer term outcomes and
25 how those then ultimately create longer term outcomes in

1 the four -- in the four pillars of the ZEV market, and
2 ultimately, how the impact is then ulti -- results in an
3 equitable and growing ZEV market.

4 And, of course, you'll see there are the triangle
5 going through equity in every decision is critical and it
6 happens to be -- of our core principles, equity in every
7 decision happens to be the first core principle.

8 Next slide.

9 [SLIDE CHANGE]

10 GIA VACIN: Just up couple more items here on the
11 strategy document. So the -- I guess I want to back up.
12 The importance here in terms of our context for today is
13 there is so much happening at the State, it's hard to keep
14 track of what's going on. And so this really an effort to
15 identify the roles and responsibilities that the various
16 players play within the State agencies, but also the
17 external stakeholders, right?

18 So there's a section in the document that really
19 identifies the ZEV connection, the equity connection, and
20 how these different players participate across the
21 different pillars to stand up the market. And so, there's
22 an example of the non-governmental organizations. We have
23 codes and standards bodies, environmental NGS, equity
24 NGOs, and really their kind of role more broadly to see
25 their place in the system. So we go through a number of

1 different stakeholder groups both inside the government
2 and out, and you can take a look at that.

3 And then -- next slide.

4 [SLIDE CHANGE]

5 GIA VACIN: Also, within the document, it is --
6 for the government agencies are market development
7 objectives. And in each agency has been -- has -- we
8 worked with them to develop the objectives. And these are
9 the basis of the equity action plans that are developed on
10 an annual bases published.

11 So next slide we can go to that.

12 [SLIDE CHANGE]

13 GIA VACIN: They are submitted annually and it
14 really talks about what are the OKRs, the objectives and
15 key results that each agency expects to accomplish within
16 that year. So to share a little bit about some -- you
17 know, some examples in the medium- and heavy-duty space.
18 Caltrans has included their action plan for the commercial
19 vehicle electrification, their coordination, the convening
20 of the interagency freight meetings and supporting and
21 leading the ZEV freight project proposals, CARB and their
22 regulations and incentives for medium- and heavy-duty
23 vehicles and moving that forward.

24 CEC has developed an update of the medium- and
25 heavy-duty electric vehicle infrastructure load,

1 operations, and deployment. Big mouthful, otherwise known
2 as heavy load. And so that model for identifying what our
3 needs are going to be in the big ZEV space. And CTC's
4 implementation of SB 671, which you heard about a little
5 bit earlier. So it's a good pace to go if you want to
6 know what this -- agencies are working on, kind of where
7 they sit in the space and what their focus is.

8 Next slide.

9 [SLIDE CHANGE]

10 GIA VACIN: So we've heard a lot about equity.
11 It's a big priority for the administration and to the
12 State kind of across the board. And so I wanted to just
13 take a minute to identify how we really this multi-pronged
14 approach to equity as we think about ZEV equity. As I --
15 as I mentioned before, equity in every decision is the
16 first core principle there. You can see it at the bottom
17 of that diagram.

18 We also have an equity -- ZEV equity engagement
19 and implementation plan, which we're going to build on
20 with new addition here, SB 1251, placed a ZEV equity
21 advocate at GO-Biz, which actually we have candidates and
22 appointments right now. So fingers crossed that will be
23 coming to us soon, that they're housed at GO-Biz.

24 And then we have number of other ways that we're
25 participating to ensure a more equitable transition of

1 funding, you know, massive investments coming from the
2 agencies. We research and analysis to understand these
3 barriers, awareness building, and tools assistance kinds
4 of things, workforce and just transition. But in the
5 interests of time, I won't go into detail of each of
6 those, but taking a multi-pronged approach as I mentioned.

7 Next slide.

8 [SLIDE CHANGE]

9 GIA VACIN: I wanted to take just a minute to
10 mention a little bit more about the ZEV Equity Advocate,
11 right? It will be intended to kind of our State around a
12 couple of key things, aligning our definition of what does
13 it mean to have equity in the zero-emission vehicle space
14 and in clean mobility. And so -- and what are meaningful
15 metrics for measuring that. So, as Hannon mentioned,
16 they're kind of wanting to go beyond the geographic
17 dimensions of something, right? What does it actually
18 mean to feel an inclusive transition here. So aligning
19 our State's definition around that and also developing a
20 ZEV Equity Action Plan.

21 So that will be basically pulling together the
22 many efforts into a more kind of cohesive landscape and --
23 because there are many and there's a lot of excitement
24 about this piece, and then providing better transparency
25 and clarity on paths for engagements in the ZEV equity

1 space.

2 Next slide, please.

3 Oh, before we go. Sorry. Go back.

4 In the meantime, we have put up an input form
5 that you can see there. It's on our website or you can use
6 a QR code, to solicit input about what should be included,
7 what are your concerns. And this is really intended to be
8 kind of an ongoing opportunity for people to come and
9 share their thoughts as we go forward in developing this
10 plan.

11 Okay. I'm ready now. Thank you.

12 [SLIDE CHANGE]

13 GIA VACIN: I wanted to just take a moment to
14 mention a little bit about the Infrastructure Strike Team
15 and the Zero-Emission Vehicle and Hydrogen Working groups.

16 So next slide.

17 [SLIDE CHANGE]

18 GIA VACIN: I think many are familiar about the
19 objectives of the group. But just for our awareness here,
20 a dashboard to track progress, coordinating across the
21 agencies for faster project delivery, identifying
22 potential statutory and regulatory changes for the strike
23 team to consider, and identifying opportunities to
24 leverage State and federal funding for workforce needs,
25 and raising awareness about the State and federal funding

1 opportunities that exist.

2 Next slide.

3 [SLIDE CHANGE]

4 GIA VACIN: We have the Build.CA.gov site, which
5 GO-Biz can't take credit for. We participated in, but
6 it's a really interesting place to go and you can filter
7 by zero-emission vehicles, if you want, and see the
8 different projects around the state. And we're
9 coordinating with our -- with our sister agencies to help
10 keep that updated and including the projects as we go.

11 Next slide, please.

12 [SLIDE CHANGE]

13 GIA VACIN: And then I just wanted to show here
14 the zero-emission vehicle working grouping and the
15 hydrogen working group sit -- are led by GO-Biz. Director
16 Myers and Chair Randolph are the heads of the ZEV group,
17 and then Director Myers at GO-Biz is the head of the
18 Hydrogen Work Group. And then you can see, we have a lot
19 of interested parties, some of this has shifted a little
20 bit, but many, many people that we're engaging to make
21 sure that we are addressing the needs and achieving the
22 goals of these working groups.

23 Next slide, please.

24 [SLIDE CHANGE]

25 GIA VACIN: And really this is my last slide. We

1 need partnership to succeed and we are great partners and
2 there's always more to do. So thank you for the time and
3 attention.

4 CTC CHAIR GUARDINO: Gia, excellent and thank you
5 to --

6 (Applause).

7 CTC CHAIR GUARDINO: Never step on the applause.

8 (Laughter).

9 CTC CHAIR GUARDINO: Thank you to all of for
10 keeping us on time with such substantive updates as well.
11 We want to make sure that we have comments both from the
12 public as well as from our colleagues on the dais, so
13 let's start please with if there are -- yes, there are
14 cards. Thank you very much.

15 Okay. Great. We're starting within the room, I
16 take it. Thank you, Douglas. The first -- and if the
17 first three could please line up, so that we're good
18 stewards with everyone's time.

19 Alan Hirsch, followed by Steve Birdlebough. And
20 if I mispronounced that, my apologies, followed by Martha
21 Armas-Kelly.

22 ALAN HIRSCH: Hi. Alan Hirsch, Davis California.
23 The Davis Lorax.

24 First, we didn't discuss super heavy-duty
25 vehicles, which was rail. I don't know what freight

1 greenhouse gas per pound is, but for passenger service,
2 when you put it -- move a person from a car to a train,
3 you only cut the greenhouse gases by 40 percent. And I
4 don't know diesel total thing, but I know when they talked
5 about converting the Caltrain line from San Francisco to
6 San Jose, which is now in process, you were going to
7 reduce NOx for the entire Bay Area region by one percent,
8 just that one project by electrifying the railroad. So I
9 think we need to to consider electrifying the rail. I
10 know that's maybe a little out of the purvey of 671, but I
11 about I think that's really, really important, especially
12 on the I-80 corridor. And we want to shift people to rail
13 as a way of producing zero emissions. We need to make
14 those rail systems lower Z -- lower carbon footprint.

15 Second, there's an overlap, very fair housing and
16 transportation and that's especially equity in housing,
17 because if you can't charge your car at your apartment,
18 you can't get a ZEV. And that's an inequity -- a massive
19 equity thing, because the low income people are in rental
20 housing, and they can't afford -- they can't put a charger
21 in there.

22 And you want to shift them to active modes,
23 e-bikes, there's no place to charge it. And you carry a
24 50 or 60 pound e-bike up to your second floor apartment,
25 it's not viable. So we need to change that. And I'm in

1 Davis where use a lot of bicycles and we really are into
2 our EV, and really have -- we haven't figured our a way of
3 figuring how to retrofit this in all this affordable
4 housing. And I hope that there should be State mandated
5 policies to man -- to retrofit it, and some money to do
6 that, because until we basically figure out how to
7 retrofit EV chargers into our apartment complexes, we have
8 a massive equity problem, because only the rich or
9 homeowners can afford to have an EV car.

10 Thank you very much.

11 CTC CHAIR GUARDINO: Mr. Hirsch, thank you.

12 Next, in the room, is Steve Birdlebough. And
13 again, please correct me if I've mispronounced your name,
14 sir, followed my Martha Armas-Kelly and bless you to
15 whomever that was.

16 Mr. Birdlebough.

17 STEVE BIRDLEBOUGH: Thank you. I'm Steve
18 Birdlebough with the Transportation and Land Use Coalition
19 of Sonoma County. And I want to welcome you to Petaluma.
20 I hope that you have a chance to get around the city and
21 see how many lanes for bicycles you have that are
22 protected by bollards. The City is making great progress
23 in that area. And they'll soon get a new station for the
24 smart train, which will increase the ability of people to
25 get on and off the train and make use of it.

1 As I mention trains, I counted the number of
2 times that they were mentioned on the presentation, twice.
3 Transit mentioned twice. If we're going to meet the Air
4 Resources Board's objectives of doubling the amount of
5 transit that people have and reducing driving by 25
6 percent, we've got to focus on those things. And I hope
7 that in future meetings, you'll be able to get an update
8 on what's happening with the rail processes and with
9 transit.

10 Personally, when I'd go to Sacramento, I have to
11 spend two hours watching the bumper of the car in front of
12 me. I'd much rather ride a fast train.

13 Thanks much.

14 CTC CHAIR GUARDINO: Thank you, Mr. Birdlebough.

15 And he is followed by Martha Armas-Kelly.

16 Welcome, Martha.

17 MARTHA ARMAS-KELLY: Good morning. My name is
18 Martha Armas-Kelly and I am a resident of Merced,
19 California, but I'm here also as your guest from the
20 Equity Advisory Council -- Committee here -- or
21 transportation. And I just want to commend you all on
22 your reports. They're very thorough, you know, but when
23 we're looking at the word "equity", we need to really
24 claim it and frame it around the people that are affected
25 by all of our efforts, right? And I know that each and

1 every one of you take those considerations. But from a
2 layman's perspective, it would be very nice to be able to
3 hear the names of those communities affected, to hear how
4 we're going to include equity. Equity is not a word that
5 can be just used without understanding the context of
6 equity.

7 And as these gentleman expressed, we have a
8 disparity. You know, when all these plans and programs
9 come into effect, where is the language for the community
10 to be able to be included in this when the cost -- there
11 is no cost analysis. I didn't hear anything about cost
12 analysis for the people that are affected. California
13 residents need to know what -- how is this going to impact
14 them.

15 When you're looking at CARB, for example, is
16 going to be launching an excellent program with EV bikes.
17 I'm going to be signing up. I fall into the index and so
18 many people will want to participate in that, but how are
19 we going to create the infrastructure that is accessible
20 and can be afforded by our California residents.

21 We need to look at how we're going to include
22 communities into using those multimodal methods of
23 transportation. We need to look at the safety mechanisms
24 with all areas that we're talking about. When you're
25 talking about different types of gases and the emergency

1 service, OES should be here. You should be having those
2 discussions understanding what ifs. We need to look at
3 the what-ifs when we're applying all of our concepts into
4 actions, and I don't hear that. I'd like to hear more of
5 that.

6 When there was a flood in California in Planada,
7 and those residents were knee-deep in water, there was no
8 mitigation plan, but it wasn't just their fault, it was
9 also our fault on the bigger spectrum, because we're not
10 pushing for the local jurisdictions to buy in. We want
11 them to buy in, but where are the sanctions for the local
12 jurisdictions. And when we're offering funding, we need
13 to have some accountability in those local areas, so they
14 can report back, and that money is actually applied for
15 those residents that are of host impact.

16 DAC is just a word. We need to make it something
17 that's solid, and beautiful, and transformative for our
18 California residents. And I laud you, because I know it's
19 hard what you're doing. And I'm excited, because I hear a
20 lot of movement, but we've got to bring it back to the
21 ground floor, and those grass root people that we are want
22 to know.

23 Thank you.

24 CTC CHAIR GUARDINO: Thank you, Martha. And it's
25 good to have you here. Appreciate you traveling all

1 the -- all the way from Merced.

2 Do we have Justin anyone online who would like to
3 address this item?

4 CTC CLERK ASSISTANT HALL: Yes. Thank you,
5 Chair, Guardino. We do have some virtual attendees who
6 have indicated they wish to comment on this item. I'd
7 like to first call on William Walker.

8 WILLIAM WALKER: Hi. Can folks hear me?

9 CTC CHAIR GUARDINO: Yes, we can William.

10 WILLIAM WALKER: Great.

11 CTC CHAIR GUARDINO: When you start, we'll start
12 the clock.

13 WILLIAM WALKER: Sound good. Great. Good
14 morning. My name is William walker. I'm the Chair of the
15 Equity Advisory Committee. I actually intended to attend
16 this morning. I'm sitting in San Francisco. And
17 considering the topic at the very top of this presentation
18 was affirmatively affirming[sic] fair housing.

19 I'm responding to an eviction, unlawful detainer.
20 And I've been living in my apartment for 12 years and my
21 landlord, probably a bank, has been trying to get me out
22 for nine.

23 So I'm going to say something else that you
24 probably -- I mean, it's going to be hard to hear, like
25 that -- I hope that was hard to hear for you all. I

1 worked for the State in 2020. And as all these equity
2 statements are being rolled out, the week George Floyd was
3 murdered, I was in charge of a number of webinars that
4 were going out to different State agencies. And for a
5 minute, I was told to write that statement, which probably
6 wasn't appropriate. But then, that same agency that I
7 worked for put 12 white people on an equity committee and
8 thought that that was okay.

9 The reason I'm saying this is because you can
10 present all the data that you all want, but as long as the
11 folks that you're talking about that are living in
12 red-lined communities that still have racist names on
13 their covenants -- or I'm sorry, you know, racial
14 covenants on their -- on their deeds, if they're lucky
15 enough to have a deed or they might be renting from
16 someone who has racial covenants in their deeds, this
17 process has to go beyond staff members writing reports
18 about how we're going to fix it and looking at a pipeline,
19 for the folks who are living in these communities to come
20 in and help craft policies to make their lives better.

21 I'll say that HCD is here and they do a great
22 amount of work around, you know, enforcing cities
23 complying with RHNA, but SGC is not here. And that's the
24 Council that is responsible for all of this
25 transit-oriented development that we speak. You know, and

1 that chart that was just shown from the Energy Commission
2 about all the different funds, we really need a legend as
3 outsiders that gives us a list of where all these funds
4 are coming from in regards to transportation, so that we
5 can actually respond. But we can't fill out everything
6 single link that says, hey, you guys, give us feedback.
7 It's 120 links. Thank you.

8 Mr. Walker, thank you. You timed that perfectly.
9 Justin, we have other people online.

10 CTC CLERK ASSISTANT HALL: Yes. Thank you. Next
11 I'd like to call on Sofia Rafikova.

12 SOFIA RAFIKOVA: Yes. Good morning,
13 commissioners AND Board members. I'm Sofia Rafikova with
14 the Coalition for Clean Air. I wanted to take this
15 opportunity to talk about a project that would move our
16 state away from the sustainable freight goals that we've
17 heard about today. And in particular, I did want to
18 express our very sincere gratitude towards Dr. Gress and
19 Dr. Cliff for their leadership in protecting the air
20 quality and public health of Californians by submitting
21 letters in response to the Yolo 80 managed lanes project.

22 Their comments highlight the inconsistencies
23 between this project and the one California strives to
24 achieve under its clean air and climate mandates. We
25 strongly support the great work CARB has been doing in

1 this field and encourage Caltrans to reconsider the Yolo
2 80 project due to the concerns shared in the CARB letters.

3 As stated in the letters, CARB found that the
4 Yolo I-80 project is inconsistent with State plans as it
5 will substantially increase VMT and GHG emissions. The
6 approval of this project would go directly against the
7 Climate Action Plan for Transportation Infrastructure,
8 which states that we should be promoting projects that do
9 not significantly increase passenger vehicle travel and
10 the CARB Scoping Plan, which sets the goal of reducing VMT
11 by 25 percent by 2030.

12 While the project proponents claim that the Yolo
13 80 would reduce VMT, their conclusions are based on faulty
14 modeling, which do not account for the fact that drivers
15 will naturally shift their departure times to avoid
16 congested peak periods. Additionally, the project fails
17 to fully mitigate its impacts by only mitigating less than
18 half of its total induced travel. This is contrary to
19 Caltrans' own guidelines. And if this project were to
20 approve, there should be a requirement for Caltrans to
21 fully mitigate its induced VMT to reduce the public health
22 impacts caused by increased freight travel this project
23 would cause the residents of Yolo and Sacramento counties.

24 For these reasons, we align our comments with
25 CARB and express our concerns about the role that Caltrans

1 has taken in pushing through highway expansion projects
2 that have significant issues with their EIR process. We
3 simply wish to ensure that Caltrans is not jeopardizing
4 federal funding by promoting projects of multiple
5 inconsistencies. Instead, we would like to see this
6 funding spent on projects that reduce VMT, create benefits
7 for our health, environment, safety, and equity, and
8 support the great work your agencies are doing in moving
9 California towards a more sustainable future.

10 Thank you.

11 CTC CHAIR GUARDINO: Thank you for calling in.
12 Justin, other people online.

13 CTC CLERK ASSISTANT HALL: That concludes all the
14 virtual hands raised I see at this time.

15 We did receive one written comment from an
16 anonymous attendee. They write, "The presentation is
17 encouraging, prioritizing ZEV infrastructure along freight
18 corridors. However, California Air Resources Board are
19 not providing any credit to the regions for doing this for
20 our Sustainable Communities strategies. If you want to
21 promote this, then the Air Resources Board should allow
22 the regions to receive credit for this investment. They
23 are saying that they will only provide credit for commuter
24 travel using passenger cars and only certain types of EVs.
25 They're assuming that the private sector will address this

1 and other demand using federal and State dollars. They
2 will only consider this if we use local dollars at the
3 regional and local level, which is not cost feasible.

4 Thank you."

5 And that concludes all comments received for this
6 item.

7 CTC CHAIR GUARDINO: Great. Justin, thank you.
8 We've had a chance to hear public comments from people in
9 the room and online, as well as written comments. I'd like
10 to turn it over to the dais for CARB Board members, HCD,
11 and CTC commissioners for any comments or questions. I'm
12 seeing three tent cards up. I love that. We use the same
13 system and we'll go right at the top of the dais. For the
14 people at home, too, if you wouldn't mind introducing
15 yourselves as we do so, and then we'll come down to this
16 second dais and then I'll look this way.

17 We have at least seven tent cards up. Please.

18 CARB BOARD MEMBER BALMES: John Balmes, physician
19 member of the Air Resources Board.

20 So, first of all, I want to thank the presenters.
21 They did a, you know, great job of covering a lot of
22 material pretty much on time. But I also specifically
23 want to give a shout-out about the presentation from Ms.
24 Kirkeby about the legacy of racial discrimination and
25 redlining, which informed some of the public comments as

1 well. And it's great to hear all the agencies being
2 concerned about equity. I realize it's a focus of the
3 Governor. But as I think Martha said, it's just a word.

4 And I'm a little bit concerned that each one of
5 our agencies may use a different definition of what a
6 disadvantaged community is. I know at CARB we basically
7 use CalEnviroScreen. And I hope that that's maybe what
8 the other agencies are using. But that wasn't explicitly
9 said. And it's an important -- it's important to have a
10 definition of what a disadvantaged community is and what
11 equity means in operation, because I think that we have to
12 make sure that the so-called disadvantaged communities --
13 I don't even like that term, but lone communities of
14 color, who are most impacted by our transportation
15 policies, our affordable housing crisis, our air quality,
16 that they actually are seeing benefits from the
17 infrastructure investments. I mean, it's great to see all
18 this money being budgeted, but how are we really
19 monitoring that the communities are benefiting from these
20 infrastructure investments.

21 And then I'll -- I think Martha also said this,
22 how are our agencies actually engaging with the frontline
23 communities? At least at CARB, we learned from our
24 efforts To implement AB 617 that we were clueless
25 initially about how to really engage with our AB 617

1 disadvantaged communities. I think we've learned a lot in
2 the last few years of trying to implement AB 617. But I
3 think too often well-intentioned, well-meaning programs
4 from the -- at the State level don't really engage the
5 communities where -- that they're intended to help. So I
6 just want to support what the public testimony said.

7 MARTHA ARMAS-KELLY: I want to -- I want to
8 commend our State and I know that --

9 CTC CHAIR GUARDINO: Martha, we don't do that.

10 MARTHA ARMAS-KELLY: I'm sorry.

11 CTC CHAIR GUARDINO: Yeah, thank you.

12 MARTHA ARMAS-KELLY: I'm so sorry. I just wanted
13 comment to what he said.

14 Oh, okay. Thank you. Sorry.

15 CTC CHAIR GUARDINO: You can do that at lunch.
16 Thank you.

17 CARB BOARD MEMBER BALMES: So I think I'll stop
18 there. Thank you.

19 CTC CHAIR GUARDINO: Thank you.

20 Diane.

21 CARB BOARD MEMBER TAKVORIAN: Great. Thank you,
22 Martha. I think we're all going to quote you, so you're
23 going to -- (laughter) -- we appreciated your input. I
24 also want to appreciate the panel, all of the speakers.
25 There's just so much going on and there's so much data

1 being collected. Really appreciate all of the work that
2 you all are doing. I thought that Martha really brought
3 us home to -- and Dr. Balmes as well, that we really
4 aren't doing -- we're not achieving equity. We're
5 actually doing mitigation. So if we look at the
6 communities that we are investing in, and these
7 investments are impressive, this is about the fact that
8 they are impacted and they've been disproportionately
9 impacted for decades. And so we're trying to make that
10 right at the same time those benefits may or may not be
11 appearing.

12 But I'd like to see us -- so my question to you,
13 and my request is, we need to separate that out. We can't
14 act like 60 percent of the investments are somehow
15 benefits. It could be benefiting the community. I hope
16 it is. But it's really righting a wrong that's decades
17 long. So I think we need to separate that out. That
18 would be one of my requests.

19 I also -- John mentioned the 617 communities.
20 I'd love to know how the work that we're doing for fair
21 housing and affordable housing is related to 617 as well
22 as the freight corridor work. We already know, you know,
23 where the impacts are. And those are the communities that
24 are adjacent to the ports, the seaports as well as the
25 land ports coming from San Diego, Tijuana. It's clear to

1 us that the 905 area right at the border -- we have a
2 million trucks crossing at the Otay Mesa border, if it's
3 not obvious to everyone that we need this infrastructure
4 there. And I know you've recognized that, but we haven't
5 gotten there yet at all. I mean, we have one little
6 charging station there.

7 So those are the places that I really hope that
8 we can talk about how we're prioritizing those. And then
9 related to affordable housing, the City of San Diego in
10 their wisdom is Building thousands of homes right on the
11 905 freeway. And so where is the State, whoever, on
12 critiquing that element -- that forward movement for
13 affordable housing? But we just created a
14 disproportionately impacted community and we're creating
15 more. I mean, there's some 5,000 housing units that are
16 scheduled to be right on the 905 freeway. So I understand
17 that locals have authority over land use, but this is the
18 kind of relationship that I think is critically important
19 for the State to really influence and, dare I say, require
20 that some of that require -- that those considerations be
21 made prior to allowing housing where you already have
22 known pollutants.

23 I also appreciate, Hannon, your reference to the
24 regional blueprints. And I wanted to hear more about how
25 those are getting utilized. We participated in the San

1 Diego regional project and it was eye opening, I think,
2 and really important for that blueprint, the heavy-duty --
3 the medium- and heavy-duty blueprint to come forward, but
4 it stopped short of saying where those charging stations
5 should be.

6 I mean, you talked about depot charging, but in
7 terms of public charging, other than at the port and at
8 the border, where are those -- where should those be? We
9 can -- it's somewhat obvious, but they basically ran out
10 of money, so I wondered if there was a part two that
11 the -- that the MPOs could apply for.

12 I have a few more questions, so --

13 (Laughter).

14 CARB BOARD MEMBER TAKVORIAN: I also appreciate
15 the port focus and want to make sure that it said that all
16 of the trucks that are impacting our communities like auto
17 carriers are not included in drayage, so we need to put
18 attention on those auto carrier trucks that have a huge
19 impact on, for instance, National City, where we have over
20 500,000 cars that are being delivered out of the National
21 City marine terminal. So those are not on the same
22 accelerated timeline as the drayage trucks are. And so we
23 need to think about how we're going to incorporate those
24 and make it easier for them to actually transition to
25 zero-emission.

1 And then the last thing I'll say is I think it's
2 interesting that we're talking about land use and siting
3 guidance for housing, which I think is critically
4 important. I haven't heard much about that for charging
5 stations. And I understand that there's less risk with
6 electric charging stations. There is considerably --
7 considerable risk, however, with hydrogen fueling. And
8 I'm not hearing what the criteria might be and what the
9 land use guidance would be for hydrogen fueling. And if
10 there is, I'd love to hear what that is.

11 It gives me some pause to think about exemptions
12 from CEQA when we're talking about hydrogen fueling, so
13 I'd like to hear more from you about that as well.

14 Thank you.

15 CTC CHAIR GUARDINO: And thank you. And just
16 from a clarification standpoint, were you looking -- you
17 had several excellent questions there. Were you looking
18 for responses real-time or offline with our panelists?

19 Absolutely. Just wanted to make sure. Great.
20 Good.

21 HANNON RASOOL: I can take come of those. I know
22 some were toward the housing, and so I'll let my
23 colleagues respond to that. But on the transportation
24 piece, you mentioned the blueprints. So certainly looking
25 at potentially doing another round of blueprints, so again

1 city fleets whomever could apply for the planning part of
2 it. So looking to potentially do that again later this
3 year. We're still working through the internal process to
4 determine what to pursue, but I think that's certainly on
5 the list.

6 As it pertains to the SANDAG application or I --
7 let me say the SANDAG proposal where they developed a
8 blueprint, they actually didn't complete their blueprint
9 when we went out to implement the first round. So when we
10 do the second round of implementation, they will certainly
11 be eligible for that. My understanding is they completed
12 their blueprint in February of this year. So, when we
13 release that next implementation one later this year, they
14 will certainly be able to apply to that as well.

15 And that's really when, you know, we expect the
16 applicant to do that outreach. A lot of times, we require
17 the outreach to tell us where the infrastructure is going
18 to be. So on the blueprint piece, we really want them to
19 think about that. Sometimes they do it in-house.
20 Sometimes they get a third-party consultant to help them
21 with it. But when they go to the implementation phase, we
22 do expect applicants to tell us where the infrastructure
23 is going to be as well.

24 CARB BOARD MEMBER TAKVORIAN: That's great.
25 Really helpful. And if I could just say one thing back,

1 one of the things I really appreciated about the SANDAG
2 process was they were intentionally working with the 617
3 communities both at the port and at the border. And one
4 of the things that came up that I know it's -- you know,
5 we just keeping running into these challenges is not to
6 create magnets for heavy-duty vehicles --

7 HANNON RASOOL: Yeah.

8 CARB BOARD MEMBER TAKVORIAN: -- at the port and
9 the border where we already have so many, and where
10 they're impacting the communities. So we really need that
11 regional blueprint for real to make sure that there are
12 charging stations throughout the region, so that there
13 are, you know, trucks that don't come to the port or the
14 border aren't going there to get the charging, so...

15 HANNON RASOOL: Yeah. And actually, I'll give
16 you a quick preview on something we hope to get out I want
17 to say this week. It will probably be a few weeks away.
18 We are working on an MD/HD dashboard to show where all the
19 public retail stations are, both what's operational, but
20 what's also being developed in the pipeline. So we want
21 to help city planners think about what's already on the
22 way, as well as those private investors who are building
23 infrastructure to know where there may be gaps.

24 So we'll put that out sooner than later, just
25 running it through the internal process. We'll put a beta

1 version out and actually ask for folks to tell us what we
2 missed. Especially, with the depot charging, it can be a
3 little difficult to know exactly where they -- those are
4 for the ones we don't fund, because certainly a lot has
5 happened in the private market as well. So I'm going to
6 try to build out that database as well and make it really
7 public for folks.

8 CTC CHAIR GUARDINO: I just been informed that we
9 have about five more commissioners and Board members in
10 the room who would like to make comments and ask questions
11 and several Board members and commissioners on the phone,
12 and that we have about seven minutes. So in other words,
13 it's -- that's just not possible.

14 Is it -- if it's okay, may we go to Board Member
15 De La Torre next? And if you -- if you do have a
16 question, just let us know to whom you are primarily
17 directing it to as well.

18 Thank you and thank you all for your patience.

19 CARB BOARD MEMBER DE LA TORRE: I had a comment,
20 but I'm not going to do that. I'm just -- I have one
21 question and I'm not sure who is in charge of this. But
22 speaking of rolling out these vehicles, the zero-emission
23 trucks, we all know they're heavier to begin with and then
24 they have cargo. I have gotten multiple complaints from
25 folks down in Southern California in the goods movement

1 sector who have purchased these trucks and can't use them,
2 because they need a multi-year weight exemption for the
3 160,000 pound limit, and they are complaining about how
4 long it takes to get this. These are national firms and
5 they said that in places, and it really is hard for me to
6 say this, places like Georgia and Florida who are doing a
7 better, faster job on this with electric trucks than we
8 are.

9 And so this is something that needs to be a
10 priority. We need to figure out the process to speed
11 these up, because they're just going to keep coming.
12 Hopefully, and thank goodness, that they are going to keep
13 coming, but we need to get out of the way. And so again,
14 I'm just -- it's a question, issue whatever, whoever the
15 right agency is, please answer that.

16 CTC CHAIR GUARDINO: Who would like to take that?
17 We just finished March Madness, so it's a jump ball. Who
18 would like to take that?

19 CTC EXECUTIVE DIRECTOR TAYLOR: Maybe I'll take
20 that one, because I do believe we don't have the correct
21 agency. None of our agencies have the authority over the
22 permitting process. I'm not sure which agency is, but we
23 can follow up with you, Hector.

24 CARB BOARD MEMBER DE LA TORRE: Thank you.

25 CTC CHAIR GUARDINO: Steven, did you want to

1 weight in on that?

2 No. Okay. And thank you, Board member De La
3 Torre. So that I'm not being a ping-pong, I'm going to
4 stay on this side for a moment.

5 Vice Chair Grisby.

6 CTC VICE CHAIR GRISBY: Thank you, Chair. And
7 thank you to all the present -- presenters this morning.
8 My question is for Gia. We know that in the old economy
9 that we're moving away from, there has been a lot
10 inequities in that carbon-based economy. As we
11 decarbonize, of course, that's an opportunity to create a
12 more equitable economy, as one of the hallmarks of what we
13 can do with climate justice.

14 So my question resolves around the ability of our
15 investments to create not just jobs for disadvantaged
16 communities, but opportunities to create long-term wealth.
17 We know that for most people it means either buying a home
18 or succeeding in a small business. So in this case, what
19 we have done to promote business creation in communities
20 of color and other disadvantaged communities through these
21 investments that we've made?

22 GIA VACIN: Yeah. Thanks for the question. I
23 mean, I think we have -- we have ongoing outreach and
24 services for any small business, right? We have the
25 Office of the Small Business Advocate within GO-Biz. And

1 then we have -- we're kind of the lead point of contact
2 for a lot of different innovation that's happening in the
3 zero-emission vehicle space. And so I think in terms
4 of -- and maybe, Hannon, you would want to speak to the
5 workforce development investments that CEC is making as
6 well. So there is some directed funding there.

7 But from GO-Biz's perspective, it's really around
8 ensuring that people that want to participate in a
9 zero-emission vehicle transition, whether that's through
10 the workforce, whether that's through, you know, starting
11 a business or other kinds of -- ensuring that we have more
12 affordable and equitable access to vehicles and
13 infrastructure, that will enable mobility to get to
14 different kinds of jobs, right. Even just the mobility
15 piece can enable kind of better acceleration for wealth
16 that they have the tools to be able to do that.

17 And then I would just that I think that we're all
18 recognizing that there's -- there are efforts, but there
19 is even more need for thinking about financial inclusion
20 opportunities, right? So how do we ensure that people who
21 are unbanked or underbanked can participate in the clean
22 mobility transition, whether that's getting to Point A --
23 from Point A to Point B, whether that's owning a ZEV,
24 whether that's having multimodal opportunities or
25 participating in the -- in the workforce. So working

1 with -- actually, with Caltrans on that to think about
2 some ways for ZEV equity, payment cards, and thinking
3 about how we can create more inclusion that way as well.

4 CTC VICE CHAIR GRISBY: Thank you.

5 CTC CHAIR GUARDINO: Thank you, Vice Chair
6 Grisby.

7 Board Member Rechtschaffen.

8 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you. I
9 have a question. It's more -- primarily for Hannon, since
10 you have most of the infrastructure money, but I think it
11 applies to CTC and even CARB to the extent that we're
12 spending money on infrastructure. Actually, it's two
13 questions. Given that we have the 671 assessment, can we,
14 shouldn't we be prioritizing more investment along those
15 corridors? You talked about \$34 million being awarded to
16 projects on those corridors. That's out of \$1.15 billion
17 budget. So that's the first question.

18 And then the second question is we all would like
19 the grid to be in a better shape than it is and have
20 anticipated where the needs of heavy-duty vehicles are,
21 but it's not, and despite heroic efforts the utilities
22 aren't getting there fast enough, can we think about or
23 should we think about putting our thumbs on the scale and
24 giving more money or higher incentives if there are
25 projects in places where the grid doesn't need to be

1 upgraded? So again for you and then others who are
2 considering funding as well.

3 HANNON RASOOL: Yeah. Thanks for those
4 questions. So on the first one, absolutely, you know, I
5 think the 671 work and then the national strategies, which
6 was released in March as well, we're going to continue to
7 focus on those. I think a lot of good work has been done
8 to identify those as priorities.

9 We're -- I shouldn't say always. I hate
10 absolutes, but we're often willing to add more money to a
11 solicitation if there's a high demand for it. So in that
12 one, we went out with 30 million originally. We had more
13 than that and good projects have scored well. So we
14 funded 34 million. We'll release another round later this
15 year. And part of what we want to do on these repeat
16 solicitations is do it once, kind of get a sense of where
17 the market is and who is investing in it, and then do it
18 again with some lessons learned and improvements, and
19 continue to have a steady source of funding around that.

20 So I could see doing it again later this year,
21 another one the following year, and really just have it on
22 a predictable schedule, so that folks know when and how to
23 apply for that, and also gives us an opportunity to refine
24 our GF -- our grant funding opportunities to make sure
25 we're meeting people where they are and supporting that

1 part of it.

2 On the locational piece, a really important one
3 as well as it pertains to the grid. So we are seeing some
4 really neat, impressive, innovative things happening. So
5 we funded a project with Prologis who did linear
6 generators to help support their deployment at a site that
7 may not have been ready for the larger installation right
8 away. We also saw WattEV doing it with solar and storage
9 as well. They're opening up a new site. I believe one in
10 April, another one in May. So there's a lot happening
11 right now with these large fleets being creative on how to
12 do it.

13 I think part of what we need to think about as
14 well as funding and regulatory agencies is how we can
15 support that, right? There's a lot of innovation out
16 there. We don't want to be stuck in the old rubric of how
17 we do things. So I think we need to open it up to allow
18 these type of innovations to come forward and then fund
19 them. I will say we do fund some degree of on-site
20 storage and on-site generation for these projects, but
21 we're -- even internally, we're trying to balance what's
22 the right ratio, because we don't want this to be turning
23 like we're going to do one charger and then a whole bunch
24 of microgrid on it as well. It's important, but we need
25 the infrastructure kind of across the Board, so we're

1 constantly trying to calibrate that.

2 CTC DEPUTY DIRECTOR YOSGOTT: Maybe the one --
3 whoa, that was loud.

4 Maybe the one thing I'll add to what Hannon said
5 is in the Commission's Trade Corridor Enhancement Program,
6 we are absolutely prioritizing funding to projects
7 identified along the top six corridors. The two projects
8 that were stand-alone ZEV in our third cycle happen to be
9 along the I-5 both in Southern California as well as in
10 Northern California. But we made sure that our top
11 freight corridors did link to California's top largest
12 three ports. So the 880 is a link to 80, to the port of
13 Oakland, and then the 710 is a link to the San Pedro Bay
14 port complex.

15 So we absolutely would suggest, and within our
16 guidelines, calling out that projects along those
17 corridors would be the ones that would be more competitive
18 for funding versus those that are not.

19 CTC CHAIR GUARDINO: Thanks, Board Member
20 Rechtschaffen.

21 I'm going to go here with Board Member Kracov.

22 CARB BOARD MEMBER KRACOV: I'm sitting next to
23 the new Board member, Commissioner Tiffany. In case, we
24 run out of time, let's let him go first.

25 CTC COMMISSIONER TIFFANY: Well, thank you.

1 That's very kind of you. I know the focus has been on
2 truck -- large trucks today. But in my prior life, I was
3 a car dealer for over 30 years and so I have some
4 experience with dealing with the market and the transition
5 to EV automobiles. And I just wanted to emphasize, and I
6 know I'm not telling you something you don't know, but to
7 get to the target in 2030, we just desperately need to get
8 that -- the infrastructure in place, particularly in --
9 the concern I have is in rural areas - I come from a rural
10 area - and particularly in the lower income areas, where
11 we talk about equity and that's a huge concern.

12 Most of the people that have purchased EVs at
13 this point are high income people, early adopters. To get
14 that shift to EVs, five million projected in 2030, and not
15 see a lot of these EVs sitting on dealer's lots, I mean,
16 you can mandate all you want, but I can tell you the
17 consumer makes the decision. And so we need to not only
18 have the infrastructure in place, so there's confidence
19 about charging, but also pricing. Right now, the pricing
20 is well out of reach of many people rela -- in comparison
21 to gas vehicles. And particularly this impacts
22 disproportionately again lower income consumers.

23 So pricing incentives is very important in
24 getting these transition done. One other -- I have a
25 question and one other comment is I haven't seen much in

1 the -- in the area of incentivizing used EV sales. But
2 again, lower income in particular people purchase in the
3 used market. That's a very large market. Most of the
4 focus I hear about is the new market. But if we really
5 want to transition to EV and truly address air pollution,
6 we need to look at the used market. And so there needs to
7 be incentives also in the used market to bring the prices
8 down relative to non-EV use vehicles. So I'm just curious
9 as to whether there is any thought about addressing that
10 area. Thank you.

11 GIA VACIN: Great point. I think we need more
12 used vehicles for sure. And so the more adoption there
13 is, the more, you know, we can create the used vehicle
14 market. They're -- I think we also -- in terms of new, a
15 lot of the rebate funds now from the State are in Clean
16 Cars 4 All, so that really is shifting away from giving,
17 you know, incentives to those that have more, and shifting
18 that -- those funds to people that are -- that are in a
19 lower income situation.

20 And I also think that there may be some things to
21 be learned from. There's a -- now, there's a federal
22 used -- and it's a tax credit, but it comes actually off
23 the hood of the car, so if you're under a certain amount,
24 right? And I think that actually -- these kind of things,
25 to your point, are needed, and we're starting to see more

1 of that kind of a transition, as we move from the early
2 adopters, where we really need those that can afford these
3 very expensive vehicles. I mean, the auto manufacturers
4 are not making money on these cars. You probably know.
5 You know this better than we do.

6 But yeah, I think that your point is a -- is a
7 good one. And as we move, you know, deeper into the
8 market, we will need to be having a -- more of a mind on
9 that. So I don't know, Hannon, or if any of our CARB
10 colleagues have things to add to that too, but...

11 CTC COMMISSIONER TIFFANY: Well, thank you. And
12 I would encourage you if -- and I assume you have, but I
13 would encourage you to reach out to the organizations like
14 the California New Car Dealers Association and others that
15 have, you know, real world experience with selling to the
16 consumer. And they have, you know, a wealth of knowledge
17 that they can provide to everyone as we move forward.

18 Thank you very much.

19 CTC CHAIR GUARDINO: Great. Thank you, Gia.
20 Thank you, Commissioner Tiffany. And Board Member Kracov,
21 wore back to you. And then we have one of our
22 commissioners remotely who'd like do a quick comment. And
23 then if seeing no one else, on the dais, we -- okay.
24 We're going to go to Lee Ann next. Okay. Please.

25 CARB BOARD MEMBER KRACOV: All right. So I'll be

1 quick. Really just some observations and maybe
2 exhortations for all of us. But let me first thank you,
3 Chair Guardino. I know -- I do a lot of mediations and
4 facilitations. And the way that you started the meeting,
5 I really just learned a lot from that and I want to thank
6 you for how you did that. And Megan and Gustavo, you
7 know, I think starting the presentation with all the work
8 and some of the theme that HCD is doing now, the work that
9 you are doing really is game changing now.

10 As a land use lawyer, I hear HCD's name maybe
11 50,000 times more than I used to in the past. It's just
12 amazing how game-changing your work is truly in the field
13 and people are really paying attention, they're really
14 making a difference. I think this is great presentation.
15 I want to thank all of you for coming.

16 I know these meetings have a lot of different
17 purposes. We also have our issues with VMT and
18 Sustainable Communities Strategies, and, of course, the
19 funding that CTC does for the big projects. But it would
20 be enough if we just did this -- this topic. It's such an
21 important topic. The way that I see this work and for
22 everyone in the room, this really is the work of our
23 lifetime getting this right.

24 And I'd like the Chairs to consider sort of
25 having a follow-up, at least once a year on how we're

1 doing on the recommendations for 671 and the Clean
2 Transportation Plan, and the hydrogen infrastructure needs
3 assessment, and EnergIIZE, and the ZE infrastructure
4 blueprints, and the GO-Biz program, the ZEV strategies,
5 and the ZEV equity strategies, and the ZIPs. How are we
6 doing on this?

7 I mean, at CARB, we're doing so much, whether
8 it's cars, or trucks, locomotives, harbor craft. We have
9 something on forklifts coming. And all of our work is
10 going to be dependent on how this goes and how the
11 infrastructure piece goes. So I think having a standing
12 item, you know, at least once a year on how we're doing on
13 this, how we're meeting our metrics, really diving into
14 it, and seeing where we can make a difference. And, you
15 know, for our CARB colleagues, we have to help figure out
16 a way to fund all of this. And we're moving into a
17 different budget time at the State right now. But I would
18 ask our colleagues, my colleagues, and Chair Randolph,
19 it's certainly going to be in my mind as we're looking at
20 the Low Carbon Fuel Standard and where that money gets
21 spent.

22 We're looking at Cap-and-Trade and the California
23 climate investments, making sure -- and when we do our
24 funding plan in November every year, making sure that it
25 aligns as closely as possible to the recommendations from

1 SB 671 and all the things we've heard today. I think
2 those programs can really play an important role in
3 helping fund this transition.

4 So that's my little spiel there. I think it was
5 Kayla also that just spoke one little nit on the CEQA
6 exemption for heavy-duty charging. There is an existing
7 law, a ministerial exemption, making those projects,
8 including heavy-duty ministerial. For some reason, I'm
9 hearing in the field that is not working quite as well as
10 we want it to, and maybe an express CEQA, an exemption,
11 for that is important. So I urge us to keep thinking
12 about that. I'm hearing that point is important. We need
13 to get these projects going. We need to streamline them
14 and I think they're consistent with our overall climate
15 goals. And all sides I think would support emphasis
16 there. So thank you very much.

17 CTC CHAIR GUARDINO: Thank you, Board Member
18 Kracov. And we are going to go to our immediate past CTC
19 Chair Lee Ann Eager. She's in San Clemente today and she
20 and other CTC colleagues there are going on a tour of
21 transportation facilities. So we don't want to keep you
22 waiting, then we'll come back to Commissioner Cruz.

23 CTC CHAIR EAGER: Thank you, Chair Guardino.
24 First on behalf all of three of us, Commissioner Norton
25 and Commissioner Falcon. Thank you for all of those you

1 gave their support. Absolutely amazing the work that's
2 going on.

3 As we sat here together and we all had questions,
4 as we moved along, Commissioner Falcon was our (inaudible)
5 and so she gets to ask the questions that we call came up
6 with. We're hoping for brevity and to save time having
7 one of us ask the questions. So I'll turn it over to
8 Commissioner Falcon.

9 CTC COMMISSIONER FALCON: And with that, I will
10 try to be brief. So thank you to all the presenters --

11 HCD DEPUTY DIRECTOR KIRKEBY: Can we ask you
12 to -- the person asking the questions, can you move closer
13 to the microphone to see if we might hear you better.
14 We're catching most of it, but not all of it.

15 CTC COMMISSIONER FALCON: Let's see. Can you
16 hear me?

17 Hello.

18 CTC CHAIR GUARDINO: Could you -- could you do
19 this, could you type in your question or comment and that
20 way Justin can read it and while you're typing, if it's
21 okay, we'll go to Commissioner Cruz on the dais to give
22 you a moment to type?

23 CTC COMMISSIONER FALCON: Sure.

24 CTC CHAIR GUARDINO: Thank you. Appreciate that.
25 Commissioner Cruz.

1 CTC COMMISSIONER CRUZ: Thanks, Chairman
2 Guardino. I appreciate the opportunity. And I first want
3 to commend staff and the comprehensiveness of the
4 presentations. I'm intrigued at the direction the State
5 is going and I'm optimistic that we're going to get where
6 we want to get as far as meeting our greenhouse gas
7 reduction goals.

8 Considering my -- the day hat I wear and
9 representing working people, equity and accessibility
10 obviously is always a very important thing that I think
11 about. And I want to reiterate Commissioner Tiffany's
12 concerns about providing that path for disadvantaged
13 families in California to purchase EVs and have the
14 charging infrastructure in place, but to be able to be
15 part of this transition. I'm confident, but a little --
16 you know, a little concerned in the correction.

17 But my real question was on off-road heavy-duty
18 especially as it relates to logistics in California. And
19 it is -- and hydrogen, in my opinion, is going to be key
20 in helping us meet our goals, especially with diesel and
21 then the heavy construction as far as high horsepower
22 equipment. Are we on the right path of providing that
23 technology and that infrastructure to meet the demands in
24 the goods movement sector as well as the construction
25 industry? Are you confident that we can get there?

1 HANNON RASOOL: Yeah, we're doing quite a bit for
2 both electric and hydrogen. And I think this is where the
3 medium-duty, heavy-duty sector is a little more nascent
4 than the light-duty sector. So we're investigating both
5 and encouraging adoption of both. And we'll continue to
6 monitor the market and see where it goes, but we're
7 certainly investing in both technologies.

8 GIA VACIN: Maybe I could just add a little bit
9 of context too. I think as California is awarded under
10 the ARCHES, the Alliance for Renewable Clean Hydrogen
11 Energy Systems, federal hub -- hydrogen hub. And within
12 that, there is -- the intention really is to create a
13 market, right, because some of the key challenges in
14 hydrogen are cost of fuel an availability of fuel, and, of
15 course, infrastructure. And so the State, as Hannon, said
16 is investing in infrastructure, but more needs to be done,
17 if we're really going to make a sustainable market.

18 And so the system that is created and was put
19 forth in the application that is now under negotiations
20 with the DOE is intended to drive those costs down and
21 increase volume, and increase that kind of market such
22 that we feel confident that we will be able to achieve the
23 kinds of things that you're talking about.

24 And I couldn't agree with you more, we need more
25 than one solution and hydrogen is going to play a big role

1 in ensuring that we get to carbon neutrality. So happy to
2 share more about the ARCHES piece and where we are with
3 that, if you have interest offline.

4 CTC CHAIR GUARDINO: Thank you, Commissioner
5 Cruz.

6 Justin, do we have something in writing from our
7 colleagues in San Clemente?

8 CTC CLERK ASSISTANT HALL: I believe their
9 written comment is still being developed at this time. We
10 should receive it shortly.

11 CTC CHAIR GUARDINO: And Executive Director
12 Taylor has a comment as we wait for that.

13 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you, Chair
14 Guardino. One of the things that I want to uplift, we've
15 heard from our Chair and our Vice Chair of our Equity
16 Advisory Committee Members today, but we also have many
17 members. We have a 15-committee member organization that
18 serves both the Commission, CalSTA, and Caltrans. And one
19 of the things that we heard at our last Equity Advisory
20 Committee Meeting from April 5th was the need to remember
21 that when we talk about vulnerable and disadvantaged
22 communities, that we remember that individuals with
23 disabilities are part of that conversation. So when we
24 talk about aggregations of communities with high
25 populations, we have to remember that all of our

1 vulnerable citizens do not live in high concentrations of
2 populations. Individuals with disabilities are part of
3 our communities. They're not within a single community
4 where we'll see 70 percent of people with disabilities
5 live in community.

6 And so, as we continue to have these
7 conversations, I wanted to uplift that from our Equity
8 Advisory Committee, so that we're not forgetting all of
9 our vulnerable communities challenges to talk about the
10 policy issues that make our communities vulnerable, so
11 that we are looking for solutions to solve those policy
12 issues.

13 CTC CHAIR GUARDINO: Executive Director Taylor,
14 thank you for raising that. I would add seniors to that
15 as well.

16 Board Member Guerra.

17 CARB BOARD MEMBER GUERRA: Thank you, Chair. IF
18 we're still filibustering, I figured I'd add a comment
19 here. And one to just echo I think Dr. Balmes earlier
20 comment about making sure that we're all speaking in the
21 same definitions on equity and making sure that if we're
22 moving forward as a state, that we agree with that.

23 And the second real maybe more of a comment or
24 question here for the Energy Commission, when the air
25 basin that I represent has a large number of agricultural

1 districts. And so I've been meeting with the air
2 pollution control officers and the farmers in those areas.
3 And in their efforts to address what to do with their
4 biowaste and resources, they've looked at efforts of
5 gasification and potentially looking at production of
6 hydrogen as a -- as a response frankly to, I think, the
7 concern that they're getting a time frame of three, four
8 years out before upgrades to their region for energy
9 utilities.

10 So I don't know -- and the -- and as they say
11 with any agency, right, you know, oh, they're not paying
12 enough attention to us. And one of the concerns that I
13 hear is that the Energy Commission is more interested in
14 solar and wind production and less on the biomass side.
15 And that's just a general mood that I get from -- at least
16 from more of the rural areas where I'm meeting with. So
17 could you discuss a little bit on the fuel transportation
18 side, because I think as the farmers are looking at what
19 to do with their by-product of their crop, they're looking
20 at this as a mutual opportunity to avoid the burning of
21 their crop -- the by-products and also -- I hate to use
22 biowaste, so the by-products, and to maybe potentially as
23 a fuel source. But it seems to that there's a -- there's
24 a maybe a disconnect with the Commission on that.

25 HANNON RASOOL: Yeah, I can certainly put you in

1 touch with my colleagues in our Energy and Research
2 Division. They do some funding for fuel production. My
3 division primarily works on zero-emission vehicle
4 infrastructure, so actually the hydrogen stations and the
5 charging stations. We do have a division that does make
6 investments in hydrogen production as well. So, certainly
7 making efforts there as well. You know, I think one thing
8 that's important for us is to move to zero carbon across
9 the Board, so the feed stock matters. I know that's part
10 of the calculus as well when we're looking at our funding
11 opportunities and what's in and what's out as well, but we
12 can certainly put you in touch with that division.

13 CARB BOARD MEMBER GUERRA: No, clearly. And, of
14 course, you know, the conversations on gasification and
15 moving completely to what -- zero emission as well as
16 carbon capture is an important factor. And I think the
17 recognition of that is important. But if -- I would love
18 to continue that conversation --

19 HANNON RASOOL: Yeah, absolutely.

20 CARB BOARD MEMBER GUERRA: -- with your folks on
21 the -- on the hydrogen side.

22 HANNON RASOOL: Yeah, happy to.

23 CTC CHAIR GUARDINO: Thank you, Board Member
24 Guerra. And I believe we may have the questions/comments
25 from our three Commission colleagues in San Clemente that

1 Justin will read. And after that, I believe that CARB
2 Board Member Hurt is on the line with a question or
3 comment as well. And then that long anticipated lunch,
4 quickly becoming dinner, will -- we will move to.

5 Justin.

6 CTC CLERK ASSISTANT HALL: Thank you, Chair
7 Guardino. Yes, we did we receive the written questions
8 and comments from our commissioners who are remote.

9 They write, "Thank you. First of all, glad we
10 are hearing these policies together. It's important as
11 each of these efforts are implemented that they not be
12 done in silos. We also strongly support the suggestion to
13 make this a standing, or at least once-a-year item." And
14 they've submitted a few questions. I'll go through all of
15 them at once.

16 Questions from Megan, "How is AFFH infused in
17 local and regional housing plans and RHNA?"

18 Two, for Matthew a Kayla, "Who is really
19 championing SB 671 implementation? This is acknowledging
20 the central delivery team, legislation and process that
21 that will take time to establish."

22 And for Hannon, "We need the charging
23 infrastructure, but also need to think about reliability
24 of the charging devices. Thank you."

25 CTC CHAIR GUARDINO: And our commissioners in San

1 Clemente probably can't see the dais, but Megan has
2 stepped out. If someone else would like to answer the, we
3 will. Otherwise, we'll move forward with the other
4 questions.

5 HANNON RASOOL: Yeah, I can take the charging
6 station reliability one first. And I have a hard stop at
7 1 o'clock to catch a fight, so hopefully that's okay for
8 folks.

9 Yeah. On the reliability piece, we're doing a
10 lot there. I think this is one of the most important
11 things for this year that we're working on is charging
12 station reliability. The Energy Commission has funded
13 about 10 percent of the infrastructure out there today.
14 Through that, we can have grant terms, which require
15 certain up-time and certain other metrics. We're also
16 implementing AB 2061, which applies to all rate payer or
17 publicly funded chargers. So we actually released a first
18 draft in September of 2023, a second draft yesterday or
19 the day before, requiring both data reporting on up-time
20 and also a requirement that up-time of 97 percent is met.
21 This matches the federal requirements as well. So, strong
22 focus on reliability.

23 Last thing, I'll say on that is we have a UC
24 Davis study we're funding. So it's not just looking at
25 State and ratepayer funded but the entire market of what's

1 out there. It's a three-year study through UC Davis to go
2 make sure that chargers out there are working quite
3 broadly both for up-time and also interoperability, which
4 is a nuanced topic, but it's really important.

5 CTC CHAIR GUARDINO: And again when we're done
6 with these remaining two questions, we're going to go to
7 Davina Hurt and then we will break for lunch.

8 Matthew.

9 CTC DEPUTY DIRECTOR YOSGOTT: Yes. Thanks, Chair
10 Guardino and we'll go in reverse order. And then when we
11 get to Megan, I'll -- I'm assuming that Justin can
12 reiterate the question.

13 But the question I believe that was directed to
14 us was who is championing the SB 671 assessment, maybe
15 post-delivery to the Legislature? And I would suggest
16 that it's each of the agencies that were part of the
17 steering committee that were integral to culminating the
18 coordination and the thought behind it. So it's the
19 Transportation Commission, it's the Energy Commission,
20 it's the Air Resources Board, it's GO-Biz, it's the Public
21 Utilities Commission, and it's Caltrans.

22 We're seeing our regions are also championing
23 this work through their identification of the top
24 corridors and we've -- we're already meeting with
25 prospective applicants as well as companies that are in

1 the electrification and hydrogen refueling infrastructure
2 sector seeking funding in our upcoming TCEP program. Each
3 of them are lifting up the work in the 671 assessment as
4 kind of guiding them towards these new funding
5 opportunities, but as well as who to connect with at the
6 State -- at the State level. I know that the -- that SB
7 934 will codify the central delivery team.

8 And so I would suggest that where that proposed
9 legislation lands will be the next step. That will become
10 the champion of the work and quite frankly we'll have to
11 maintain relationships working with each of the agencies I
12 mentioned at the beginning of my comments, as well as
13 regions and communities along each of our identified top
14 priority corridors.

15 CTC CHAIR GUARDINO: Justin, would you mind
16 rereading the questions that was directed at Megan and
17 then we're going to go --

18 HCD DEPUTY DIRECTOR KIRKEBY: I got filled in,
19 so -- or I think -- I think I'm good.

20 CTC CHAIR GUARDINO: Oh. And then we're going to
21 go to Davina Hurt.

22 HCD DEPUTY DIRECTOR KIRKEBY: Okay. Perfect.
23 Yes. Thank you for allowing me my mini break there. But
24 yes so the RHNA, the Regional Housing Needs Assessment,
25 has five statutory objectives. It was started with a fair

1 housing grant from HUD, so fair housing has really been
2 integral to RHNA pretty much the entire time, but that --
3 that got even sort of enhanced this last cycle. So to
4 clarify that it isn't just about what had previously been
5 in there was a mix of housing types. So really thinking
6 about, you know, where is multi-family housing being
7 planned for and is that only in certain parts of the
8 State, so really asking for multi-family housing to be in
9 that mix of housing types to be in all -- all commune --
10 available in all communities.

11 The -- there's also an emphasis on protecting
12 open space and encouraging infill. So as you can imagine,
13 it's very difficult -- it's very difficult to build
14 housing and infill areas, where existing communities are
15 not always welcoming to new neighbors. Unfortunately,
16 school integration is still a huge topic every time we try
17 adding new housing approved. You wouldn't want to be part
18 of those meetings, but I have too, right?

19 And the way that RHNA really plays out is this
20 cycle that's so different is the regional governments, the
21 COGs that allocate those members have to -- have to show
22 us how they are following all five statutory objectives.
23 So the ones I mentioned plus jobs housing fit, so really
24 looking at, you know, are there -- are there going to be
25 homes available at an affordable rate to the jobs that

1 exist in that community, so making sure that matches
2 there, also looking at are there going to -- is there
3 going to be access to resources? Are we planning for
4 sufficient housing near where all those resources exist?
5 So really thinking about housing near jobs and resources
6 and thinking about housing near transit, and not sort of
7 assuming there's only one good place for housing, but
8 thinking about all these different things that households
9 need to plan and work for.

10 So those regional plans approved by HCD, those
11 numbers go out to the local communities, each of those
12 cities and counties provides us through their housing
13 element and their housing plan, their eight-year strategy.
14 And that has to show us -- including lots of -- lots of
15 things go into housing element. I'm not going to talk
16 more about that, or like not tell the whole story of that
17 today, but they do need to show us that they've done a
18 specific analysis of racial disparities in their
19 communities, how are things working right now, what is
20 their sort of action plan to address those barriers, those
21 disparities, and those barriers to fair housing choice,
22 and what's their eight-year plan to do so with time-bound
23 specific, measurable objectives that then we hold them to
24 each of the years at the eight-year cycle.

25 So told -- that's my 60-minute answer in less

1 than five minutes. So I'm sorry, but, yeah, that's
2 how we -- AFFH, RHNA, and the housing element.

3 CTC CHAIR GUARDINO: Megan, that was excellent.
4 Thank you.

5 And Davina Hurt, thank you for your patience.
6 You have the floor.

7 CARB BOARD MEMBER HURT: Thank you. I'll be
8 quick I'm sure folks are ready to get to lunch.

9 So, I just want to quickly thank the presenters
10 and, of course, applaud California for taking action and
11 leaning into this transition in an unprecedented way. I
12 align a lot of my thoughts around Dr. Balmes' comments.
13 But I do want to emphasize how we collectively need to
14 define equity in a way that the layperson understands and
15 we can hold ourselves accountable. I've noticed a lot of
16 engagement with many organizations, not necessarily -- not
17 necessarily the ones here today, but a number of
18 organizations where online engagement and surveys is being
19 heavily used, but it's not meeting the community where
20 they are. And I understand that we do have meetings in
21 different communities, but not everybody can show up in
22 those times. And so how can we be creative about whether
23 it office hours or going into different regions and
24 partnering with air districts, for example, to spend time
25 and opportunities to engage community in their needs, so

1 that the money and the work that needs to happen is
2 directly connected.

3 Operationalizing equity and truly reaching
4 low-income and disadvantaged communities, and I'm thinking
5 a lot about truck owner operators, there is a disconnect.
6 I'm getting emails and hearing how the money and the
7 partnering is not always making its way into these
8 communities. And so I'd love to hear from the different
9 organizations here just more granular how their
10 operationalizing equity and getting, whether it be money
11 or information, in the hands of the people who truly need
12 it, who are working, who don't have time to come to such
13 meetings or take surveys, but need the support.

14 And then I'll just uplift the need to accelerate
15 grid and utility planning as our fleets prepare to
16 transition to zero-emission. They're going to need
17 utility service upgrades to power these new trucks. And
18 the CEC's distribution planning work is going to be
19 crucial to meeting the large scale grid needs and time.
20 And a lot of folks are looking to see that plan in more
21 clearer terms.

22 So the question is just how are we going to just
23 partner and engage with the front-line communities in a
24 way that truly meets them where they are and is consistent
25 and constant, so that people know where they can go to to

1 get the information they need. Thank you.

2 HCD DEPUTY DIRECTOR KIRKEBY: If you don't mind,
3 I can take a shot at that and maybe share, my colleagues
4 can share some more. But I would argue that there is some
5 pretty clear guidance coming from the fair --
6 Affirmatively Furthering Fair Housing rule on this, that
7 we do need to self-analyze, first, to put in work before
8 we even just ask the question from our communities of
9 like, oh, how could we do better, that we need to do a
10 self-analysis on how have our programs improve or
11 exacerbated patterns of segregation by race, ethnicity,
12 income, familial status, and persons with disabilities and
13 other protected classes.

14 So we have to do that analysis and do that
15 self-reflection of how have our programs contributed to
16 the problem, how do we see this program or this effort as
17 different. And that is a first step before sort of going
18 out to the community to say, you know, give us more
19 feedback that we need to be able to be clear and
20 transparent with our own self-analysis of how we've been
21 doing, and specifically include race analysis, persons
22 with disability analysis in that equation. So just to say
23 that doesn't solve all of your question about surveys, et
24 cetera, but to say that I think -- I think we aren't doing
25 what we're required to do if we start from just a place

1 of, you know, asking for input, that we need to share our
2 self-reflection as a starting point to show we've put the
3 work in first to make that effort before we engage our
4 community, and then there are obligations to engage the
5 community in all segments of the community beyond that, of
6 course. But I think we owe our community that starting
7 point.

8 CTC CHAIR GUARDINO: Would any of our other
9 panelists like to respond?

10 CTC DEPUTY DIRECTOR YOSGOTT: I think in the --
11 with respect to planning out medium- and heavy-duty
12 zero-emission vehicle infrastructure, we have certainly
13 identified that not only communicating with those that are
14 kind of regularly tapped into these efforts should be
15 emphasized, but also getting out into the communities
16 along the top corridors as well as connecting with
17 community-based organizations needs to be integral to like
18 a communication plan.

19 So not to punt such a significant topic off to
20 the central delivery team, but within the capacity of the
21 671 assessment, we recognize that that was an issue and
22 it's one that needs to be kind of endeavored and carried
23 on in perpetuity as we deliver -- you know, deliver upon
24 our true transition to zero. So it's built into what we
25 would recommend the central delivery team to take on.

1 CTC CHAIR GUARDINO: Gia.

2 GIA VACIN: If I may, just a little more broadly.
3 I mean, I think there have been some -- there -- in my
4 opinion, there's a real opportunity for the State to do
5 even more when it comes to kind of awareness and
6 education. So as an example, we had the opportunity -- we
7 have a one time \$5 million grant that we were able to give
8 to a couple of organizations for awareness build. And we
9 made sure that the RFP included is really focusing on
10 communities that are historically left behind. And we
11 noticed just the -- those dollars worked so hard, the
12 metrics and the leveraging of the match dollars that came
13 in and the -- and some of the outcomes from that really
14 were kind of eye-opening to me. And it was -- so I think
15 that there's more that the State can do there to encourage
16 that kind of -- we can't just leave it up to the auto
17 manufacturers and the infrastructure providers to kind
18 of -- to make this transition. So that's one piece.

19 I think also partnerships are key. Those
20 entities that are in the communities, I would just caution
21 though, I feel like we need to think about how do we
22 support those entities and bring new ones into the fold,
23 because I -- there is stakeholder fatigue there, right? I
24 noticed that the State tends to tap like the same folks
25 over and over again. And there isn't any necessarily

1 think compensation for that, right so how do we ensure
2 that we are being inclusive this way that enables
3 organizations in individuals to participate.

4 And finally, I'll say we probably do need more
5 dedicated staff, because that regular interaction that was
6 mentioned, that's what builds trust. And if you real want
7 to break down what the key barriers are, you have to build
8 trust there. You can't walk into a community and say,
9 we've got your solution. Tell us your problems and we're
10 going to tell you how we're going to fix it. That is the
11 wrong way to go about it. And in order to get to the real
12 root of it, we need to have trust and that takes time.

13 CTC CHAIR GUARDINO: Gia, well said. And a good
14 note on which to end. I want to thank Megan, and Kayla,
15 and Matthew, and Gia, and Hannon who had to catch a
16 flight. Megan, it wasn't anything that you were saying
17 when we walked out. He really did have to catch a flight
18 and leave by 1 o'clock.

19 Will you join me in thanking this excellent group
20 of professionals.

21 (Applause).

22 CTC CHAIR GUARDINO: With that, two things. We
23 are going to call the one-hour lunch break that we
24 promised. I do want to note that there has been a change
25 to the posted agenda. Commissioners and Board members

1 will no longer be dining on-site here at the hotel. It
2 turns out they have standards and they don't want us --
3 no, don't take that personally. We are going to a lunch
4 at a place called Pub Republic. It is at 3120 Lakeville
5 Highway.

6 And the second thing, we started with three of
7 you having Starbucks gift cards underneath your chair.
8 Three of you now have Tesla key fobs underneath your
9 chair. Go ahead and look.

10 Didn't fool a single person. Okay.

11 (Laughter).

12 CTC CHAIR GUARDINO: Okay. We'll see you all in
13 an hour. It's 1:09. We'll see you here back at 2:10.

14 Thank you.

15 (Off record: 1:09 p.m.)

16 (Thereupon a lunch recess was taken).
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18
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25

AFTERNOON SESSION

2 (On record: 2:15 p.m.)

3 CTC CHAIR GUARDINO: Bill Holiday coming up,
4 Sunday May 13th. Does anyone remember what that is?

5 Sunday, May 13th, second Sunday of May.

6 Thank you, Mother's day. And I know what you
7 were thinking, what is the perfect gift for my mom, or
8 sister, or aunt, or grandmother, or daughter? Well, now,
9 you don't have to wait, because these are women's running
10 and workout shirts. You're welcome. So if there's a mom,
11 sister, daughter, child in your life, by where the cards
12 are by the door or women's cut running and workout shirts.
13 And my goal is that I don't take any home with me. So
14 take several.

15 Okay. I think we have enough to get started
16 again. I stalled as long as I could.

17 Welcome back to our joint hearing of the
18 California Transportation Commission, the California Air
19 Resources Board, and Housing and Community Development.
20 We have a couple of key items that we are still wanting to
21 cover this afternoon.

22 The first is on achieving State Goals Through
23 Transportation Project Prioritization. We're honored to
24 have both Maura Twomey and Marlon Flournoy here with us to
25 discuss these topics. I would ask if -- I would ask

1 Douglas and Justin are we required to do another roll call
2 coming back from lunch.

3 Good. Good. And if we have some of our CARB
4 Board and CTC commissioner colleagues participating
5 remotely, you'll let us know that as well, correct?

6 CTC CLERK REMEDIOS: Our attendees in San
7 Clemente, we can see are now back in the room.
8 Commissioner Lugo is available online. The Board members
9 are coming back in as well.

10 CTC CHAIR GUARDINO: Fantastic. With that, why
11 don't we go ahead. I want to again thank Maura Twomey,
12 Executive Director of the Association of Monterey Bay Area
13 Governments after they stole her fair and square from the
14 California Transportation Commission, and Marlon Flournoy,
15 Division Chief for Transportation Planning at Caltrans.

16 Welcome to you both. Have you tossed a coin of
17 who would like to go first?

18 MAURA TWOMEY: I won the coin toss for this year.

19 CTC CHAIR GUARDINO: Fantastic. Welcome, Maura.

20 (Thereupon a slide presentation).

21 MAURA TWOMEY: Okay. Thank you, Commissioner,
22 and thank you for the opportunity to speak here today and
23 give a regional perspective on project prioritization, the
24 RTP, and the SCS.

25 AMBAG, or the Association of Monterey Bay Area

1 Governments is the Metropolitan Planning Organization for
2 Monterey, Santa Cruz, and San Benito counties. And I'm
3 here today to provide some insight and perspective on how
4 projects are prioritized at the regional level. And why
5 the regional perspective is critical to developing a
6 transportation system that meets the needs of all
7 Californians.

8 Next slide, please.

9 [SLIDE CHANGE]

10 MAURA TWOMEY: As you may know, every MPO is
11 required to develop a Regional Transportation Plan and
12 Sustainable Communities Strategy, or RTP/SCS, every four
13 years in compliance with State and federal statutes,
14 guidelines, and goals.

15 While guided by federal and State statutes,
16 guidelines, and goals, the RTP/SCS is first and foremost a
17 regional plan, reflecting the specific, attributes,
18 priorities, and needs of the region.

19 Next slide, please.

20 [SLIDE CHANGE]

21 MAURA TWOMEY: It is important to understand that
22 the RTP/SCS is a complicated long-range plan with complex
23 and extensive requirements. As you can see from this
24 slide and the next, the RTP must comply with key federal
25 requirements and planning factors addressing the core

1 requirements of safety, security, accessibility, mobility,
2 and economic vitality.

3 Next slide, please.

4 [SLIDE CHANGE]

5 MAURA TWOMEY: In addition to those core
6 requirements, the RTP must address a host of diverse
7 planning factors, including protecting and enhancing the
8 environment, improving the quality of life, promoting
9 housing, enhancing connectivity, improving resiliency and
10 reliability, preserving the existing transportation
11 system, and enhancing travel and tourism.

12 Next slide, please.

13 [SLIDE CHANGE]

14 MAURA TWOMEY: Beyond the specific federal RTP
15 requirements, the RTP must also address the requirements
16 of the federal Clean Air Act, Title 6 of the Civil Rights
17 Act, the Environmental Justice Executive Order 12898, and
18 the Americans with Disabilities Act.

19 Next slide, please.

20 [SLIDE CHANGE]

21 MAURA TWOMEY: So in addition to federal
22 requirements, the RTP/SCS must also comply with State
23 requirements, including the RTP guidelines adopted by the
24 California Transportation Commission and SB 375, which
25 established greenhouse gas emission reduction targets for

1 each metropolitan planning organization.

2 The MPO must also comply with the California
3 Environmental Quality Act, or CEQA, through the
4 preparation of a Programmatic Environmental Impact Report
5 for the RTP.

6 Next slide, please.

7 [SLIDE CHANGE]

8 MAURA TWOMEY: As you can see, the regulatory
9 framework of the RTP/SCS can be daunting. And it is
10 critical to understand that the RTP/SCS is designed to
11 accomplish the federal and State goals as a whole, not
12 every project in the RTP/SCS can or will meet every state
13 and federal goal. For example, a transit project may
14 improve air quality, reduce VMT, and support affordable
15 housing in the region, but not increase freight throughput
16 or reliability.

17 A safety project may decrease collisions and
18 fatalities on a rural highway, but not reduce VMT.
19 However, the plan as a whole and the suite of projects in
20 the plan address all the State and federal requirements
21 and planning factors.

22 Next slide, please.

23 [SLIDE CHANGE]

24 MAURA TWOMEY: So from this complex federal and
25 State framework, each region develops its own regional

1 goals and priorities, evaluation criteria for its
2 projects, and performance measures designed to meet the
3 specific needs of each region. Projects nominated are
4 evaluated against the established criteria for compliance
5 with federal, State, and regional goals. And just as each
6 region is different, geographically, economically, and
7 demographically, each RTP/SCS is different reflecting the
8 needs and challenges of each individual region.

9 For example, the AMBAG region is primarily rural
10 with a small population spread across a large geographic
11 area. Our largest city is less than 200,000 in
12 population. Agriculture is our primary industry. Our
13 coastal location means that we experience frequent and
14 extensive flooding. And although Highway 101 is a major
15 transportation corridor for the region and the State, most
16 of our other major routes are two lane rural highways.

17 Therefore, the priorities in the AMBAG region
18 tend to be safety, climate resiliency, and freight
19 movement, where as a more populated urbanized region may
20 also prioritize system integration and connectivity across
21 modes.

22 Next slide, please.

23 [SLIDE CHANGE]

24 MAURA TWOMEY: Regional Transportation Planning
25 is at its core a collaborative process, and public

1 engagement is integral to each phase in the development of
2 the RTP/SCS. We developed a new engagement plan for each
3 RTP SCS cycle, beginning with a review of the just
4 completed process with our local agencies, our technical
5 advisory committees, and the public. The engagement plan
6 includes engagement and outreach at each stage of the
7 development of the RTP/SCS, including goal setting,
8 evaluation criteria, performance measures, the financial
9 plan, scenario development and evaluation, and the draft
10 RTP/SCS and Draft EIR. Engagement includes community
11 meetings and events, public workshops, technical advisory
12 committee meetings, and of course, presentations before
13 the AMBAG Board of Directors representing every
14 jurisdiction in our region.

15 And in the AMBAG region, because we have three
16 county level Regional Transportation Planning Agencies,
17 this process is conducted both at the county and regional
18 level providing more opportunities for outreach and
19 engagement.

20 Next slide, please.

21 [SLIDE CHANGE]

22 MAURA TWOMEY: In summary, developing an RTP/SCS
23 is a complicated process balancing federal, State, and
24 regional goals and priorities. Every region is different
25 and so is its RTP/SCS. Engagement is key at every step of

1 the process.

2 And in conclusion, it's important to note that
3 the RTP/SCS is an iterative process and the plan is
4 updated every four years reflecting evolving federal,
5 State, and regional requirements and priorities.

6 Thank you.

7 CTC CHAIR GUARDINO: Maura thank you.

8 Marlon, feel free to start when you're ready
9 (Thereupon a slide presentation).

10 MARLON FLOURNOY: Great. Good afternoon,
11 everyone. My name is Marlon Flournoy and I'm Division
12 Chief of the Transportation Planning with Caltrans.
13 Thanks for the opportunity today to share the work that
14 we've been doing in our continuing efforts to improve
15 State transportation infrastructure by expanding
16 multimodal options while also advancing our climate goals.

17 Next slide.

18 [SLIDE CHANGE]

19 MARLON FLOURNOY: So today, I'll provide an
20 overview of Caltrans types of transportation projects as
21 well as our project development process. I'll also
22 provide an overview of the Caltrans system investment
23 strategy, or CSIS for short. I'll also describe Caltrans
24 prioritization process under the CSIS framework and how
25 we're reviewing projects to improve alignment with State

1 goals. Finally, I'll close with a one-year look on the
2 next steps with CSIS.

3 Next slide.

4 [SLIDE CHANGE]

5 MARLON FLOURNOY: So at a high level, there are
6 two groups of projects that we normally work on at
7 Caltrans, projects that maintain and preserve our existing
8 infrastructure, which are funded through the State Highway
9 Operations Protection Program, also known as the SHOPP.
10 Emergency and safety projects remain our highest priority
11 and SHOPP projects do not add new lanes to highway
12 facilities. And our current inventory of active projects,
13 SHOPP makes up about 80 percent of all highway projects.

14 Next slide.

15 Or actually, I'm sorry, you can stay on that
16 side.

17 For all the projects that do not -- that are not
18 funded through the SHOPP, we call them non-SHOPP projects,
19 which represent about the remaining 20 percent of the
20 current inventory of active projects. These can add new
21 infrastructure and can be sponsored by Caltrans or local
22 agency or private entities. Beginning in 2022, non-SHOPP
23 projects started transitioning to more multimodal projects
24 addressing multiple goals. These projects are funded
25 through State and federal discretionary programs, such as

1 the SB 1 Trade Corridor Enhancement Program, Solutions for
2 Congested Corridor Program, as well as State -- as well as
3 federal grant programs. Roughly 80 percent of our
4 non-SHOPP projects a funded or were sponsored by others,
5 largely local agencies.

6 Okay. Next slide. My apologies.

7 [SLIDE CHANGE]

8 MARLON FLOURNOY: So this is a high level
9 overview of how our SHOPP projects are initiated. It
10 starts with the California Transportation Asset Management
11 Plan, or the TAMP, which is a strategic plan that is
12 updated over four years to incorporate improvements and
13 reevaluate asset conditions, targets, and performance.
14 The TAMP guides the State Highway System Management Plan,
15 or the SHSMP, which is updated every two hears. The SHSMP
16 then leads to the creation of the district performance
17 plans that contain district specific performance and
18 funding targets, which feed into what we call our 10-year
19 project book.

20 The 10-year project book contains all the
21 district's portfolios that include both program and plan
22 projects over a 10-year period. Next, is the four-year
23 SHOPP, which is updated every two years with a project
24 list spanning four years. This financially-constrained
25 document includes the initiation of projects before they

1 can be programmed or funded with SHOPP funds. The last
2 document is the performance benchmark that reports the
3 progress of the performance targets.

4 Next slide.

5 [SLIDE CHANGE]

6 MARLON FLOURNOY: So there are different types of
7 non-shop projects that we're seeing over the last couple
8 of years. We're shifting away from projects where
9 increasing capacity is the only option and focusing more
10 on options, or alternatives, that promote VMT reduction,
11 mode shift, and other outcomes consistent with our State
12 goals. A key turning point for this is the implementation
13 of two Caltrans guidance documents on initiating non-SHOPP
14 projects. There's the State sponsored nomination
15 guidance, which was implemented in January of 2022.
16 There's also the locally sponsored alignment guidance,
17 which we recently implemented just about a month ago.

18 The objective of both guidance documents is to
19 advance projects through the project initiation document
20 process that expand multiple options -- excuse me
21 multimodal options and support climate action, which in
22 effect is shifting away from project types that are likely
23 to increase vehicle miles traveled and supporting the
24 CARB's Scoping Plan by advancing VMT reduction projects
25 into project initiation.

1 We are also looking at operational improvement
2 types of projects a little bit more closely, especially
3 those proposing expanded highway capacity. This is where
4 we work with our districts and our partners to explore
5 alternative solutions to address operational deficiencies.

6 Next slide.

7 [SLIDE CHANGE]

8 MARLON FLOURNOY: So this slide illustrates the
9 independent paths of how projects are initiated between
10 our SHOPP and our non-SHOPP projects. Once both types of
11 projects enter the project initiation phase, and this is
12 where we define the scope, cost, and schedule of a project
13 before it's programmed or funded -- so both types of
14 projects enter the project initiation phase and the rest
15 of the project development process is essentially the
16 same.

17 At the top is the SHOPP project process that
18 originated from that -- from the performance targets
19 established in the Asset Management Plan that I had talked
20 about, also the State Highway Systems Management Plan that
21 I mentioned in a previous slide.

22 Once the SHOPP project is identified in the
23 10-year project book, it starts PID development. On the
24 bottom is the non-SHOPP path where projects originate
25 from, either a Caltrans Corridor Plan, or regional, or

1 local plans, or locally sponsored projects. These
2 projects go through a conceptual CAPTI assessment, which
3 we recently implemented on the locally sponsored PIDs, as
4 recently mentioned here, to increase alignment in CAPTI in
5 an earlier stage of project development. It's more
6 effective to catch alignment concerns early in a project
7 development process and have those conversations with our
8 partners rather than address them later when the scope has
9 already been established.

10 Once the project initiation document is
11 developed, a key difference between the SHOPP and
12 non-SHOPP project is how the project is programmed for
13 funding. So the SHOPP project typically gets programmed
14 or funded for all of the phases all at once from
15 environmental phase through construction. For non-SHOPP
16 projects, funding for each phase is programmed one phase
17 at a time. Unless there are local funds committed to the
18 project, project sponsors will need to seek State and
19 federal discretionary funding for each phase of
20 development. This is where our districts work closely
21 with our partners to nominate projects for the various
22 funding opportunities.

23 In limited cases, it is possible to have some
24 interaction between SHOPP elements and non-SHOPP projects.
25 For instance, Caltrans may initiate a SHOPP pavement rehab

1 job that's within the project limits of a non-SHOPP
2 project that is also in project development. And this
3 situation, as appropriate, we'll coordinate with our
4 partners on how we will jointly deliver both projects that
5 is mutually beneficial. I do want to emphasize that we do
6 not use SHOPP funds to expand how highway capacity.

7 Next slide.

8 [SLIDE CHANGE]

9 MARLON FLOURNOY: So this slide provides key
10 highlights of the California Action -- Climate Action Plan
11 for Transportation Infrastructure, or CAPTI. CAPTI was
12 developed with two -- based off of two Executive Orders to
13 reduce greenhouse gas emissions and to mitigate climate
14 act -- climate change. So, as established in CAPTI, there
15 are 10 guiding principles, which serve as the basis for
16 the Caltrans System Investment Strategy, or CSIS.

17 Next slide.

18 [SLIDE CHANGE]

19 MARLON FLOURNOY: So we developed CSIS to
20 implement CAPTI key action S4.1, where Caltrans
21 prioritizes project nominations for various State and
22 federal competitive funding programs based on data and
23 performance-driven process. The CSIS investment framework
24 prioritizes projects based on how the project is
25 competitive for a particular funding program, then it

1 applies the CAPTI alignment lens. On the graphic on the
2 right, there are two different areas that CSIS applies.
3 So CSIS does not apply to SHOPP projects. We already have
4 a process for prioritizing those projects. It also
5 doesn't apply to project -- the projects initiation
6 process, because we do not have a clear project scope and
7 thus there's not enough detail to score projects using our
8 NSIS -- CSIS scoring methodology. Also, CSIS does not
9 prevent partner projects from proceeding through project
10 develop or seeking their own competitive funding.

11 Next slide.

12 [SLIDE CHANGE]

13 MARLON FLOURNOY: We recently released the draft
14 CSIS on March 1st of 2024 for a 45-day public comment
15 period ending on Monday April the 15th, which is next
16 week. This public release includes two draft documents.
17 We have the draft CSIS main document that describes
18 Caltrans Investment Framework and general prioritization
19 methodology. The second is the draft CAPTI alignment
20 metrics, which is a companion document to the draft CSIS
21 that lays out the methodology for four metrics to assess
22 alignment with the 10 CAPTI guiding principles.

23 Once the comment period closes, we'll consider
24 all comments received and address as many as possible for
25 the final CSIS. There may be comments that require

1 additional time and effort beyond the June time frame, but
2 we're committed to keeping partners informed.

3 Next slide.

4 [SLIDE CHANGE]

5 MARLON FLOURNOY: So this graphic illustrates our
6 commitment to assess CAPTI alignment based off of the 10
7 CAPTI principles. As you can see, the color coding
8 represent a crosswalk of each CAPTI principle to one or
9 more metrics on the right, which are 11 metrics in the
10 draft CAPTI alignment document currently under public
11 release. The stars indicate quantitative metrics and the
12 diamonds indicate qualitative metrics.

13 There's some interest in having Caltrans post
14 project scores. Along those lines, we are coordinating
15 with CTC staff on the appropriate strategies in terms of
16 timing, format, and content to ensure we preserve the
17 CTC's competitive process for the Trade Corridor
18 Enhancement Program and the Solutions for Congested
19 Corridor Program to avoid any unforeseen impacts.

20 We also want to make sure that we're
21 communicating that we -- and we've been able to perform a
22 comprehensive analysis of the pilot that we're
23 currently -- that's currently underway for us utilizing
24 the metrics for our nomination process for the SB 1
25 project nominations. So, when we do release the scores,

1 we want to make sure that we're including a comprehensive
2 package including lessons learned, what the scores means,
3 and other relevant information that helps provide context.

4 Next slide.

5 [SLIDE CHANGE]

6 MARLON FLOURNOY: So one of the CAPTI metrics --
7 so of the 11 CAPTI metrics, there's interest in particular
8 of two quantitative metrics, that's VMT, and land use, and
9 natural resources. In the interests of time, I'm not
10 going to go through point by point, but I want to
11 highlight a couple of key points on the VMT metric. In
12 developing this metric, we needed to strike a balance
13 between stakeholder feedback, but also supporting the CARB
14 Scoping Plan. The intent of this metric is to align the
15 CAPTI principle of promoting projects that do not
16 significantly increase vehicle miles traveled.

17 For this reason, we established five points as a
18 neutral score for no change in vehicle miles traveled. So
19 projects that reduce VMT will score above five and up to
20 10 points. The metrics do account for mitigation and VMT
21 reduction elements that are committed in the project. It
22 doesn't award points for a project for locating in a
23 region that has an overall VMT -- overall lower VMT than
24 other regions.

25 Secondly, the VMT metric does support the CARB

1 Scoping Plan targets to an extent. So based on the VMT
2 metric alone, it will not achieve the full VMT reduction
3 targets. We have other CAPTI metrics that support the
4 Scoping Plan, which include accessibility, mode shift,
5 traffic impacts in disadvantaged communities,
6 accessibility in disadvantaged communities, land use and
7 natural resource metrics. There also needs to be a
8 complementary pricing and land use strategies to achieve
9 these goals. Caltrans only has authority over highway
10 facilities and not land-use policies.

11 Next slide.

12 [SLIDE CHANGE]

13 MARLON FLOURNOY: The land use and natural
14 resources metric evaluates the project differently based
15 off of their geographic setting. If a project is in an
16 urban or suburban setting, it is evaluated based off of
17 how well it supports non-single occupancy vehicle travel
18 and creates new high quality transit areas. In rural
19 settings, it's about preservation of natural and working
20 lands. As with other metrics, there are some constraints
21 with this metric and so we're going to continue to work
22 through -- work through our process to improve them over
23 time.

24 Next slide.

25 [SLIDE CHANGE]

1 MARLON FLOURNOY: So looking at the relationship
2 between land use and VMT metrics, the land use metric
3 focuses on transportation infrastructure that supports
4 infill development regardless of VMT impact. VMT measures
5 a project's overall VMT impact depending on the project
6 and it may or may not support infill development depending
7 on the infrastructure that it's proposing.

8 For example, a project with VMT mitigations can
9 result in a positive score, but also create infrastructure
10 that does not necessarily support infill development.

11 Next slide.

12 [SLIDE CHANGE]

13 MARLON FLOURNOY: So between October and
14 December, we received roughly 600 individual comments on
15 CSIS administrative draft from over 30 entities, which in
16 a large majority was from local and regional agencies, but
17 also from State agencies and advocacy organizations.
18 These are some of the common themes that I want to share.
19 I want to -- I don't want to go through these in detail,
20 but I want to express our appreciation to all the
21 stakeholders for providing us valuable feedback, which led
22 us to implement significant improvements to the metrics in
23 response to the feedback.

24 Some of the higher level changes that we've made
25 include adjustments to the metric scoring structuring,

1 incorporating rural consideration where appropriate, and
2 clarifying the metric methodologies. There were some
3 requests to combine metrics and add additional metrics.
4 We've considered these requests, but decided against them,
5 primarily because the requests were not directly tied to
6 the ten CAPTI guiding principles that we're measuring, and
7 I mentioned those earlier.

8 We are currently piloting the metrics on the
9 Caltrans project nominations for the SB 1 program cycle
10 and we'll also review the outcomes of the pilot as well as
11 the comments from the public review and make further
12 refinements in the June update as appropriate.

13 Next slide.

14 [SLIDE CHANGE]

15 MARLON FLOURNOY: So this is our general project
16 nomination process, where there's a State and federal
17 funding opportunity. It starts with the call for project
18 nominations from our districts who coordinates with their
19 partners on submitting the nominations. This coordination
20 is an ongoing process and it's not just when there's a
21 call for nominations. We go through a nomination -- we go
22 through evaluation process using the CSIS framework and
23 methodology. This evaluation results in a set of project
24 recommendations that is presented to our executive
25 management for approval. The process ends with

1 notification to the districts to begin application
2 development.

3 The timing for this process generally varies
4 depending on the program. For instance, for SB 1,
5 Solutions for Congested Corridor and the Trade Corridor
6 Enhancement Program where the program schedule is well
7 established, we can plan ahead in advance and spend about
8 six months on this process. For federal programs where
9 the notice of funding opportunities vary throughout the
10 year, it's harder to plan ahead. And given their shorter
11 application period of about one to three and a half
12 months, this leaves us to just one to two weeks to go
13 through our nomination process.

14 Next slide.

15 [SLIDE CHANGE]

16 MARLON FLOURNOY: So in the last couple of years,
17 we've received a lot of interest in how Caltrans is
18 handling projects that may not necessarily be in alignment
19 with our current goals and policies. The gray area at the
20 top illustrates active projects from our project
21 initiation document phase through construction. The
22 yellow area at the bottom illustrates the CSIS how it
23 applies to projects that have completed project initiation
24 documents and are in development and through the design
25 and right-of-way phase.

1 When it comes to focusing our attention on these
2 projects and increasing their alignment with CAPTI, we are
3 narrowing our focus on projects that are in environmental
4 and design phases, because there's a greater urgency to
5 improve alignment while we still can, particularly on
6 projects that are in design phase where our window of
7 opportunity makes changes lower.

8 Seeking alignment for projects that are
9 undergoing environmental studies is also a great
10 opportunity, where scope changes to improve alignment, are
11 still viable with lower risk and barriers compared to
12 projects that are in the design phase. And when we say
13 environmental, we're referring to the environmental phase
14 itself. It may involve a reassessment based off of the SB
15 743 impact, depending on how far along the project is in
16 the environmental process.

17 Next slide.

18 [SLIDE CHANGE]

19 MARLON FLOURNOY: As we strive to make projects
20 more in alignment with our state goals, there are
21 opportunities and risks that we need to consider. A key
22 point here is that -- projects that are in project
23 development. A project that is further long in design and
24 right of way as earlier mentioned, have less viable
25 options to make meaningful changes due to a greater impact

1 to cost and schedule. As we're going through these
2 alignment processes that I've mentioned, we want to make
3 sure that we're involving our partners and subject matter
4 experts to be able to look at the broader network and
5 corridors and seek opportunities to increase alignment,
6 such as roadway -- excuse me, such as roadway pricing
7 where it makes sense and other elements that will
8 encourage mode shift, accessibility, minimize impacts to
9 disadvantaged communities, and address climate risks.

10 Next slide.

11 [SLIDE CHANGE]

12 MARLON FLOURNOY: So at the end of the slide, I'm
13 going to give you a high level overview of where we are in
14 terms of our planning over the next 12 months to complete
15 our first major update on the CSIS in June. We will
16 develop a CSIS update plan in the next fiscal year along
17 with an engagement strategy. We will also continue our
18 effort on the pipeline alignment reviewing our list of
19 pipeline projects and how we plan to get these projects
20 to -- in better alignment. Once we develop the plan, then
21 we'll be happy to share them with you at a future meeting.

22 Next slide.

23 [SLIDE CHANGE]

24 MARLON FLOURNOY: And if you have any questions,
25 more than happy to -- you can contact me or you can

1 contact our CSIS program manager, Meenaxi Raval. And you
2 can email her at this address on this slide here.

3 So with that, happy to answer any questions.
4 Thank you.

5 CTC CHAIR GUARDINO: Marlon and Maura, thank you.
6 Appreciate you both being here. We have people in the
7 room as well as people on the phone.

8 Douglas Remedios is bringing cards of people in
9 the room. Justin, do we have people on the phone as well
10 who would like to address this item.

11 CTC CLERK ASSISTANT HALL: Yes, we do.

12 CTC CHAIR GUARDINO: Great. Let's tart with
13 those in the room. And I'm going to ask both to come
14 forward in person, so that we can be as time efficient
15 between speakers as possible.

16 First, James Pew with NextGen California and then
17 Zak. And Zak forgive me, Accuardi, is that accurate.

18 Oh, please correct me when you come up, because
19 mispronouncing someone's name is not good enough for me,
20 but thanks for your patience.

21 James, welcome. When you start, the timer will
22 start, so -- and we'll set the timer at three minutes.
23 Thank you.

24 JAMES PEW: Thank you, Board members,
25 commissioners. I'm with NextGen California. Appreciate

1 the opportunity to be -- sorry. Appreciate the
2 opportunity to speak today.

3 You should all have a letter in your inboxes from
4 a couple of days ago from a coalition of climate, equity,
5 and sustainable transportation organizations outlining
6 three recommendations for this body to help advance
7 progress in transportation and land use on climate.

8 The most immediate of those is a request that you
9 support the swift adoption of CSIS. Very happy with the
10 work that Caltrans has done with that program and really
11 looking forward to seeing how that pans out.

12 The other two recommendations relate to how this
13 body can be more impactful in advancing our goals for fair
14 housing and traffic reduction. HCD had an excellent
15 presentation this morning about every agency's obligation
16 to advancing fair housing statewide. And when we talk
17 about equity, and public health, and land use, I really
18 think that this is a huge part of the pie when it comes to
19 addressing those issues. It would be great to hear more
20 from our transportation agencies about how their
21 investments are advancing our housing goals across the
22 Board perhaps in a staff report at a future joint meeting.

23 And our third and final request is that this body
24 convene an expert advisory committee on traffic reduction.
25 We're really heartened by the progress that the State has

1 made under CAPTI and really appreciated today's
2 presentations on how we are making some good progress.
3 But as Chair Randolph noted this morning, we have to do a
4 lot more a lot faster in order to meet our climate goals.

5 So it is our view that a panel of experts
6 reporting to this body can be really instrumental in
7 helping us keep that transition grounded in the best
8 information we have available and moving that conversation
9 forward at each meeting.

10 Thank you.

11 CTC CHAIR GUARDINO: James, thank you for
12 traveling to be with us today.

13 After James, again is Zak Accuardi, then Alan
14 Hirsch, and then Steve Birdlebough. If Alan and Steve
15 could come close to this side o the room. And Zak, will
16 you do me the pleasure of pronouncing your full name for
17 me.

18 ZAK ACCUARDI: Thank you, Chair Guardino. I'm
19 Zak Accuardi at NRDC here today from the Bay Area. Thank
20 you all for spending a whole day here in Petaluma talking
21 about these important issues, stepping away from your
22 day-to-day responsibilities in many cases. And thank you
23 to Marlon for being here to talk about CSIS. I want to
24 say Marlon's team has been extraordinarily gracious with
25 their time and extraordinarily thorough in the stakeholder

1 engagement that they've conducted through this process.

2 And I want to toot your horn a little bit just
3 from my own experience engaging with his team. We
4 submitted comments through this process. We'll submit one
5 more round of comments on Monday for your deadline -- your
6 final deadline. Each time his team has taken an hour -- a
7 full hour to sit down with us point by point address our
8 questions, prepare a detailed PowerPoint presentation
9 addressing each one of our points responding to it.
10 Letting us know how they were incorporating the feedback
11 whether they -- if they couldn't, why that was.

12 So thank you. This is extraordinarily thorough
13 and it really grounds our strong belief and desire to see
14 this framework put into practice. So we're really glad
15 that this is proceeding to be implemented in June, really
16 excited to see it implemented, and really hopeful that all
17 of your agencies continue to play a role supporting this,
18 trying it out, seeing how it goes, and then engaging in
19 the update processes that Marlon is outlining in terms of
20 how we're going to make this better and iterate on what's
21 already been done.

22 In our final comment letter that we'll deliver
23 next week, we'll have a few recommendations for -- you
24 know, tweaks that we'd like to see made to the final
25 draft. And the one that I wanted to highlight for this

1 body today that -- is something that Marlon alluded to,
2 which is the transparent publishing of the CSIS scores,
3 and in particular of relevance to CTC commissioners here
4 that we want to see those scores published publicly and in
5 advance of decision-making hearings at CTC. We think this
6 is really critical for public stakeholders of all kinds,
7 but in particular critical for you, as CTC commissioners,
8 to have the best information possible to make decisions of
9 great consequence to the State in terms of these projects
10 that you're moving forward.

11 So that's something we've recommended to Caltrans
12 staff and that we'd encourage you to ask for, because this
13 is information that you deserve to have and that we need
14 you to have that we'd also like to have as advocates and
15 that all stakeholders deserve to have to make sure that
16 this process is working, that everyone has access to how
17 these scores are looking, how projects are looking. So
18 that's something that we're asking for. We'd encourage
19 you to ask for it as well, if that's information that
20 you'd like to have as well.

21 At the end of the day, we see CSIS as a really
22 opportunity to level the playing field. Level the playing
23 fields particularly in a way that really advances the
24 State's critical goals. This is going to provide
25 predictability, consistency, and quantitative grounding to

1 the public process. So thank you for supporting its
2 implementation.

3 CTC CHAIR GUARDINO: Mr. Accuardi, thank you.
4 And I want to thank you for recognizing the great work
5 that Marlon does for our State as well. We look forward
6 to your letter. Alan Hirsch and then Steve Birdlebough.
7 And I believe that is all the cards in the room. If that
8 is accurate, then after these two speakers, we will go to
9 people dialing in online.

10 Hello, Mr. Hirsch.

11 ALAN HIRSCH: Hello. Thank you so much. I'm so
12 impressed by the professionalism. This is my second CTC
13 meeting. I'm very impressed with the professionalism and
14 how staff handles things and its very frankness.

15 You mentioned earlier how do we disagree better
16 and you mentioned there -- the example of someone outside
17 the -- this group outside, banging on doors, you couldn't
18 hear it, because they felt they -- the process didn't
19 work. That having a process that is integral and
20 legitimate is really important. And I want to encourage
21 that the CSC regulations have transparency built in. And
22 we also -- we agree on a common set of facts. That's
23 agreed that we don't basically make up facts on the way
24 here. And I want to give an example about the lack of
25 transparency that is currently happening, because the

1 system isn't working well.

2 For the I-80 project back in June of 20 -- June
3 of 2023, it was presented to you. And CTC did not fund in
4 part because Caltrans rated the project 24th out of 24 on
5 its list. So I made a public records request on June 15th
6 of 2023 to get the details of why it was rated 2024. I
7 have still not gotten back a public records request. The
8 day you -- it was announced that it was going for
9 refunding, the project, I got a notice from Caltrans,
10 we'll give it to you a week after the CTC hearing. You
11 didn't fund it. I've gotten another letter, it's going to
12 out -- put out another week. I've gotten an apology from
13 one of the Deputy Directors of Caltrans District 3 about
14 this.

15 Unless there's regulations ensuring transparency,
16 this is what happens. Members of the public don't see the
17 process. We're cut out. There's no legitimacy and we end
18 up outside banging on the doors and saying this process
19 isn't legitimate. So transparency is really important.
20 The other thing I want to point out is basically Senator
21 Moynihan had said basically everyone is -- everyone can
22 have their own opinion, but you can't have your own facts.
23 So we really should agree on a set of facts.

24 Now, does induced demand really work? Is SB
25 74 -- 743 really legitimate? If we accept that, then we

1 should not be broadcasting and sending out facts that are
2 not right. We shouldn't be making up facts. We shouldn't
3 have local jurisdictions going out and saying this will
4 reduce congestion, when we know it's not right, if
5 that's not -- if we -- if it really is the science, if you
6 accept the science.

7 Now, we had a teaching Davis, we had faculty
8 members from the ITS and we talked about it. We had 180
9 people show up and talk -- that heard. They were very
10 curious. Contrast that with no one showing up for the toll
11 hearing. And so there's science here. And the question
12 is are we going to accept science or are we going to
13 continue to present -- present information that's not
14 grounded. So transparency and accepting some accepted set
15 of facts we then can argue about.

16 So please put those into the CSIS. Thank you
17 very much.

18 CTC CHAIR GUARDINO: Mr. Hirsch, thank you for
19 driving all the way down from Davis.

20 Next, is Steve Birdlebough. Welcome

21 STEVE BIRDLEBOUGH: Yes, thank you Chair and
22 members. Steve Birdlebough with the Transportation and
23 Land Use Coalition.

24 And I want to recognize that you got a huge job
25 ahead of you. Changing course is difficult. We've been

1 trained for years, and years, and years to grow, and grow,
2 and grow, to add miles to your systems. We've ignored the
3 fact that once we build something, we need to pay to
4 maintain it. We're discovering that again, and again, and
5 again. And you have to deal with the fact that people at
6 the local level have habits that are very hard to change.

7 So, I urge you to get your information down to
8 the city council level, down to the board of supervisors
9 level, and be sure that it is understood that we can't
10 keep growing our transportation system. The population is
11 predicted to level off in the United States. In
12 California, we've been losing population. Worldwide there
13 are predictions that the population will peak in the next
14 decade. So we've got to work with an entirely different
15 environment. And you have a job and I appreciate every
16 one of you for doing it.

17 Thank you.

18 CTC CHAIR GUARDINO: Mr. Birdlebough, thank you.

19 Seeing no other cards of speakers in the room, we
20 will transition to our guests dialing in.

21 Justin.

22 CTC CLERK ASSISTANT HALL: Yes. Thank you, Chair
23 Guardino. I'd like to first call on Rick Longinotti.

24 RICK LONGINOTTI: Thank you. Thank you all of
25 you who are serving on the Board and the Commission for

1 your volunteer work. I -- you know, I really appreciated
2 Mr. Flournoy's presentation. It's encouraging to see
3 Caltrans taking specific action to implement the State's
4 goals about social equity and climate. You know, it feels
5 to me like Caltrans is moving in a direction, maybe one
6 foot in the future and one foot still mired in the past.
7 And I'm thinking about how the Deputy Director of Caltrans
8 Jeanie Ward-Waller lost her job, because she was doing her
9 job. She was hired to help Caltrans move into that future
10 direction and maybe she was doing her job too well and she
11 got fired.

12 I want to call our attention, if you haven't
13 already read her guest editorial in the San Francisco
14 Chronicle. She says, and I quote, "My concerns centered
15 on a large freeway project described to the public as
16 quote, 'pavement rehabilitation', but I believe the
17 project is, in fact, an illegal widening of a 10-mile
18 freeway section of the Yolo causeway between Davis and
19 Sacramento on Interstate 80."

20 You know, Mr. Flournoy said you can't use SHOPP
21 funds to add lanes to highways and this is exactly what
22 Ms. Ward-Waller was complaining about and she got fired.
23 And what that says to me is that there needs to be more
24 accountability at Caltrans. As far as I know, the
25 Executive Director of Caltrans Tony Tavares has never been

1 called to account for why he fired Ms. Ward-Waller. I
2 would think it would be appropriate for this body to call
3 Mr. Tavares and come in and speak to you and to be able to
4 answer some questions. You are, after all, the agencies
5 that are in charge of implementing State policy

6 CTC CHAIR GUARDINO: Mr. Longinotti, oh, I'm
7 sorry, you have a full nother minute. Forgive me, sir. I
8 misread the clock. Please continue.

9 RICK LONGINOTTI: Yeah, no, worries. So that
10 would be my request that you hold Caltrans accountable and
11 maybe ask the Legislature to perform an audit.

12 Just as far as the presentation from AMBAG, I
13 think it's a -- AMBAG kind of a case in point about the
14 shortcomings of SB 375 and why we need to, you know,
15 somehow amend that or make that better. According to the
16 EIR on the Metropolitan Transportation Plans Sustainable
17 Communities Strategy, the last one that came out of AMBAG,
18 it says G -- greenhouse gas emissions in 2030 would
19 decrease by approximately one percent as compared to 1990
20 levels, which is not sufficient to achieve the 2030
21 statewide target of 40 percent reduction below 1990
22 levels. So right, there is a one percent goal. That goal
23 needs to be higher, and you know, we've -- the --

24 CARB CHAIR RANDOLPH: Mr. Longinotti, I gave you
25 another five seconds, because I --

1 RICK LONGINOTTI: Okay

2 CTC CHAIR GUARDINO: -- because I interrupted you
3 earlier. But with apologies, your time is up. Thanks for
4 participating today.

5 RICK LONGINOTTI: You're welcome.

6 CTC CHAIR GUARDINO: Okay. Justin fin.

7 CTC CLERK ASSISTANT HALL: Up next, we have
8 William Walker.

9 CTC CHAIR GUARDINO: Thank you. Mr. Walker
10 welcome.

11 WILLIAM WALKER: Thank you, Chair. Thank you,
12 Commissioners and Board members. I'm William Walker and
13 I'm the Chair of the Equity Advisory Committee for
14 Caltrans, CalSTA, and the CTC. And like Director Taylor
15 said earlier, I don't represent all 14 other members of
16 the Committee. I just represent myself.

17 I want to talk a bit about the RTP/SCS process.
18 It seems that if you're in an MPO area, your report is due
19 every four years. If you're in an RTP area, it's do I
20 think every five years. The RHNA assessments are every
21 eight years. And they're all on different calendars. So
22 when it's time to actually look at the metrics of like
23 whether we're succeeding on anything, it's very difficult
24 to do that, because folks say that they're in the middle
25 of writing the other report that's going on.

1 And so I think it's important that we look at the
2 RTP/SCS and the regular RTP process for the non-MPO areas
3 and try to decide how we can get everyone on the same
4 calendar, so that when there are changes made like what
5 happened with SB 743 moving from LOS to VMT, we can be in
6 a situation that everyone is on the same clock.

7 In regards to SB 743, when SB 743 was implemented
8 in 2020, while we were all on shutdown working from home,
9 I think there was an underlying assumption that the
10 projects that were approved under local option sales tax
11 measures, as well as just projects approved in the local
12 areas, weren't going to be reconsidered and that they had
13 to go through, because they've already been funded and
14 voted on. And there will be a point where if we don't
15 look at projects again that we won't meet our emissions
16 goals. And I'm sure that the research is out there. I'm
17 not an expert on that.

18 So I think it's really important to actually have
19 the discussion about when do you stop grand -- well,
20 that's a -- they say grandfathering is not a good term.
21 So, I'm sorry, but when do you stop, you know, letting
22 projects pass, because they were approved before
23 legislation went into place?

24 And I'll end with I was really interested in
25 seeing how the EAC could interact with this body, but I

1 was told by CTC staff that because this isn't a CTC-only
2 meeting that we can't really interact with you all in that
3 way. So I encourage the HCD and CARB look at how you can
4 interact with us and figure out if you have your own
5 equity groups how all of us can start talking, so that we
6 can all be on the same page. Thank you very much.

7 CTC CHAIR GUARDINO: Thank you, Mr. Walker.
8 Appreciate you dialing in.

9 Justin.

10 CTC CLERK ASSISTANT HALL: Up next, we have Sofia
11 Rafikova.

12 CTC CHAIR GUARDINO: Welcome, Sofia.

13 SOFIA RAFIKOVA: Yes. Good afternoon,
14 commissioners, Board members. Sofia Rafikova with the
15 Coalition for Clean Air. Appreciate this opportunity to
16 provide feedback on the Caltrans System Investment
17 Strategy. As you are aware, California has been making
18 great strides in adopting the principles of the Climate
19 Action Plan for Transportation Infrastructure and moving
20 our Transportation policy to be better aligned with our
21 clean air and climate targets. Yet, we have seen very
22 little reduction in the number of greenhouse gases and air
23 pollutants coming from our transportation system. And
24 part of that problem is the fact that California continues
25 to fund legacy projects developed prior to adoption of

1 CAPTI, which when built undo the progress your agencies
2 are making in moving our state towards sustainability.

3 The Caltrans System Investment Strategy would
4 work to address this issue by flagging projects that move
5 our state away from CAPTI alignment and working with
6 developers to amend the projects into something better.
7 The robust metrics criteria Caltrans has developed will
8 help promote projects that encourage mode shift away from
9 single occupancy vehicles, conduct meaningful public
10 engagement, improve accessibility and reduce air pollution
11 within our most vulnerable communities.

12 We ask that Caltrans expeditiously adopt CSIS and
13 continues to strengthen the adopted metrics in future
14 updates to ensure they're effectively aligning investments
15 outcomes with the State's climate, safety, equity, and
16 high-road job creation goals.

17 Our main request is for Caltrans to make the CSIS
18 process as transparent as possible. We would like to see
19 the final CSIS scores both available to stakeholders and
20 the public prior to the adopted -- approval vote of the
21 project to allow for additional data to be available
22 before a decision is made. Similarly, we would like to
23 see a clear description of the CSIS implementation
24 process, including information on the timeline evaluation,
25 which steps will be taken, and which decision-makers will

1 be involved.

2 While we do understand that some degree of
3 flexibility is needed for context-appropriate projects, we
4 are concerned that the ambiguities within the process
5 could undermine the consistent application of the CSIS.
6 Also, having this information available will help project
7 developers better prepare their project for evaluation and
8 will make the CSIS process more stronger and effective
9 overall.

10 Thank you.

11 CTC CHAIR GUARDINO: Thank you for dialing in.
12 Justin.

13 CTC CLERK ASSISTANT HALL: Up next, we have Moiz
14 Mir.

15 MOIZ MIR: Good afternoon, joint body. My name
16 is Moiz Mir. I'm speaking today on behalf of ClimatePlan.
17 We convene a network of advocates non-profits, and
18 community-based organizations across the State that work
19 in statewide, regional, and local contexts across
20 California. In another network, we're focused on
21 addressing climate, public health, equity through
22 transportation. And it's no secret that there is much
23 work to be done in the regional contexts as we're
24 following a number of struggles that we're hearing about
25 across California to reduce VMT rather than induce

1 additional demand. And while, yes, some of that work lies
2 outside the State's own jurisdiction, we're here today to
3 talk about what can be done and what you can do.

4 And so we urge for a quick adoption of the
5 Caltrans System Investment Strategy. Adopt CSIS today.
6 This framework must proceed and put to use in project
7 selection, a matter of deep importance for shaping
8 infrastructure and funding decisions that will last for
9 decades to come and shape quite literally our landscape.
10 We are excited strong VMT metric to guide aligning the
11 State's transportation investments with climate, equity,
12 and public health goals, and in particular CARB's Scoping
13 Plan. And we'd also like to see CSIS made even stronger
14 and clearer.

15 And on that note, I'll take the moment to express
16 support for the requests already mentioned by our various
17 colleagues that commented in person NextGen, NRDC, and
18 Coalition for Clean Air just now, as well as the letter we
19 submitted to you in writing and further comments that will
20 be submitted on Monday.

21 I think with my remaining time, I'll just -- I
22 consistently find myself grounding in SB 150 report's
23 executive summary reading the first line of that summary.
24 Californians are driving more than ever leading to more
25 pollution, higher costs, more roadway fatalities, and

1 worse daily experiences getting around, despite State
2 planning statutes that encourage better transportation and
3 planning decisions.

4 The gap between intention and action impairs our
5 daily quality of life and harms communities that have
6 already borne the brunt of past car-dependent planning.
7 Changing the status quo demands sustained investments in
8 housing, transit, walking and biking, infrastructure, all
9 the good things that we know that we need. And adopting
10 CSIS today will help us get there.

11 Thank you.

12 CTC CHAIR GUARDINO: Thank you for calling in for
13 ClimatePlan.

14 Justin, our next speaker.

15 CTC CLERK ASSISTANT HALL: That concludes all
16 requests received for this item.

17 CTC CHAIR GUARDINO: Then we will transition from
18 people who are here from the public in person and online
19 to here on the dais. And I see Commissioner Tiffany's
20 card is vertical.

21 CTC COMMISSIONER TIFFANY: Thank you, Chair.
22 First of all, Marlon and Maura, thank you for your
23 presentations. Very informative.

24 Again, I'm new to the Commission. I come from
25 San Benito County which is a rural area, although greatly

1 impacted by Silicon Valley. But I'm here obviously
2 representing the State, but also the region that I come
3 from, the Central Coast, and also a rural county and other
4 rural areas.

5 So anyway, I have -- in regards to the CSIS, I
6 have a number of comments and I have a question, Marlon.
7 First of all, as far as the initial comment, you had a
8 slide up there that said what CSIS does not do. And the
9 first point is does not prevent local partners from
10 proceeding in project development in applying for State
11 and federal discretionary programs. Although that is
12 true, I think the reality is is that if -- the way it is,
13 if you Don't align with CAPTI, the odds of getting funded
14 are very -- are probably slim and none. So the point
15 being is that this is very important. It's critical that
16 we get this right.

17 And then moving to an initial question then, I
18 have a number of comments is you had a slide up there
19 titled vehicle miles traveled metrics. And I understand
20 you couldn't go through all the details, but I'm
21 particularly concerned or a question about under context
22 considerations, it states, "Considers rural context by
23 accounting for absolute value of VMT impact," and,
24 "Furthermore, rural projects that increase VMT are likely
25 to perform better than urban projects due to lower

1 absolute value."

2 Can you explain to me what "absolute value" is in
3 regards to VMT?

4 MARLON FLOURNOY: That's a good question. Yeah,
5 my team really is like deep into the -- a lot of the
6 details. But one of the things that I'll mention is, you
7 know, that the VMT metrics that we utilize, you know, we
8 use a tool called Conveyal. And what that allows us to do
9 is look at the Delta between the baseline of the
10 project -- or no build, excuse me, but also looking at
11 what is actually in the project itself, right?

12 And it's really designed to measure the benefits
13 relative to the manner based off of the existing baseline.
14 And so when we're doing the VMT scoring, it's really about
15 that context. You know, we can certainly have -- you
16 know, when you look at that difference in those two
17 scenarios I was telling you about, the baseline and the
18 build, when you look at let's just say in an urbanized
19 area, that scoring is going to look a lot different
20 compared to a rural area, because the magnitude of
21 difference.

22 And so -- but I can get you a more kind of -- a
23 better answer to it.

24 CTC COMMISSIONER TIFFANY: Right.

25 MARLON FLOURNOY: But we did spend a lot of time

1 to make sure that these scores aren't disproportionately
2 impacting rural projects. And I think what we'll find --
3 and we're still going through our pilot ourself. And a
4 big part of the pilot is making sure that there aren't
5 those types of discrepancies where we see a trend of rural
6 projects rating low. And the other -- the one last thing
7 that I'll mention is when you look at all the different
8 things that we're measuring, we're not going to get the
9 perfect project. In fact, I think a lot of projects in
10 rural areas are going to perform better in certain areas
11 compared to urbanized areas.

12 Certainly, there are a lot of safety issues in
13 rural areas, where those issues are, you know, being
14 addressed through various projects. And so what we're
15 trying to tell -- you know, a lot of people as we're
16 holding these one-on-ones is, you know, you're not going
17 to find the project with the perfect score. But again, we
18 want to make sure that we're not disproportionately
19 impacting one area versus the other. We really want the
20 projects. It's -- and it is literally a
21 project-by-project analysis. We want to make sure that,
22 you know, we're not affecting the rural community on
23 its -- on its own, but we're looking at the project
24 itself, the benefits that its providing, and developing a
25 score based off of that analysis.

1 CTC COMMISSIONER TIFFANY: Well, I appreciate
2 that. And I'm glad to hear that it's still being looked
3 at, because, you know, the comments under -- that I just
4 mentioned seem to imply that it's assumed that the metrics
5 will allow rural areas to score better. And I know when
6 I -- and again, you know, I'm going to be most impacted by
7 my -- where I come from, because I'm still learning the
8 rest of the State. But a rural area like San Benito
9 county, and in that case Highway 25, I know in speaking to
10 Binu Abraham, the COG Executive Director, currently
11 under -- the current -- looking at VMT, it would appear
12 that it would be very difficult to have 25, you know, pass
13 muster and never get funded. So I think that, you know,
14 that continues to have to be really closely looked at.

15 You know -- and I know it's very challenging.
16 There's so many different variables that you have to look
17 at. But when you look at a rural area where people are
18 driving much greater distances to get to services and get
19 to jobs, and that's just the reality. They don't have
20 other options, it -- I can see, depending on how the VMT
21 metric is applied, it can very quickly -- because of the
22 distances, very quickly change the dynamic where VMT, you
23 know, shoots up.

24 The other thing I want to point out, and I know
25 you know this, but in rural areas and rural counties,

1 often people don't have the non-automobile options that
2 you do have in urban areas. Certainly, the Highway 25
3 project as an example should have multimodal alternatives.
4 I'm absolutely supportive of dealing with climate change.
5 But at the same time, we certainly can't think that every
6 region is going to be the same in terms of availability of
7 mass transit, for example, et cetera. And so we just have
8 to be really careful how we look at this for rural areas.

9 And so anyway, I would really encourage you to
10 continue to look at this -- the VMT, in particular, and
11 how -- and CAPTI and how it applies to rural areas. And
12 when we're talking about stakeholders, certainly make sure
13 that you're reaching out to, whether it be the COG people
14 or the -- or Maura sitting next to you, or other people
15 that may be don't have the staff to be able to be here
16 today, or call in, and so we want to make sure we hear
17 their voice, because I think that's -- you know, that's
18 critical.

19 One other thing I'm just going to mention,
20 because again I -- I'll give you an example of where I
21 come from, but just to show the complications that we're
22 dealing with and the intersection of climate change and
23 housing and transportation, if you look at our area in San
24 Benito County, we have become a bedroom community for
25 Silicon Valley for Santa Clara County. And so people are

1 commuting huge amounts, people are commuting up to the
2 Santa Clara area and they're living in San Benito County
3 and Hollister, because they can't afford the homes and
4 there aren't enough, you know, affordable homes in the
5 Santa Clara area.

6 So what's happened in our community is that
7 because people are angry about the traffic that they're
8 dealing with, they -- there is a major anti-growth
9 movement in our county, which means that it's going to be
10 very difficult for us to build the housing that we need
11 and that we all are in support of, particularly affordable
12 housing. And so it's not as simple as just -- and I know
13 you know this, but it's not as simple as just looking at
14 VMT, or environmental things. They all -- they all
15 interplay with each other. And unless we can fix that or
16 address that in a -- in a community like San Benito or
17 other rural areas, you're going to run into unexpected
18 circumstances that we don't want to see. So anyway, those
19 are my comments.

20 Thank you very much.

21 CTC CHAIR GUARDINO: Thank you, Commissioner
22 Tiffany. We're going to next hear from Board Member
23 Sheehan[sic], followed by Board Chair Randolph and then
24 Commission Vice Chair Grisby.

25 Yeah, so going in order.

1 CARB BOARD MEMBER SHAHEEN: Thanks so much,
2 Chair. And my last name is actually Shaheen, just for the
3 record.

4 CTC CHAIR GUARDINO: Oh, thank you. Thank you.

5 CARB BOARD MEMBER SHAHEEN: Yeah. Thank you so
6 much for your presentations, Maura and Marlon. I really
7 appreciate all the time and attention you're giving to
8 this particular topic. And I've spent quite a bit of time
9 actually reviewing the draft CAPTI alignment metrics,
10 Marlon. And I think this is just a tremendous opportunity
11 for uplifting transparently in the decision-making process
12 and sharing the data, sharing the knowledge, sharing the
13 rationale and the assumptions associated with all the
14 decision-making behind it.

15 And I wanted to underscore that I think that's
16 something that we should really try to emphasize as we
17 move forward. One of the things I noticed on your slide
18 11 is constraints. You say additional tools, data, and
19 resources are needed for modeling and VMT mitigation, and
20 I hear you. I'm a researcher. I think you know that.
21 Data models.

22 And so one of the first things I think about is
23 is there an opportunity for our agencies to work together.
24 For CARB staff that spend a tremendous amount of time
25 thinking about data quality, science, methods, is there --

1 is there an opportunity as a follow-up for CARB to help
2 with refinement of this particular metric, and perhaps
3 other metrics that I think are in our wheelhouse? But VMT
4 I think is on the table. So that -- that's one question I
5 have for you. And I have a couple more, if I may.

6 MARLON FLOURNOY: Yeah, thank you for that
7 question. And something that we're thinking deeply about
8 is those next steps, because we do -- as we're going
9 through our own pilot process and, you know, learning
10 about, you know, how this is working, what's working,
11 what's not working, I think there are going to be a number
12 of action items that we're going to walk away from once we
13 conclude our pilot. And one of those is going to be
14 research. And I absolutely agree. You know, I think it
15 will be a great opportunity to collaborate, you know, with
16 the Air Resources Board. You know, we have a really
17 robust research program as well, and you know that. And
18 we work with the universities all the time. And we also,
19 you know, can leverage our federal partners as well with
20 the Transportation Research Board.

21 And so certainly I think our goal is -- and we
22 want to make sure that it's clear. This is not going to
23 be perfect day one and there's going to be a lot of
24 opportunities for improvement. And so as we're thinking
25 about that, our goal is to help perfect it over time.

1 We've seen some of those examples, for instance, with the
2 Virginia SMART SCALE process. And it took some years for
3 them to work out the kinks. And this is just kind of this
4 first cycle for us, but we'll certainly take that to
5 heart.

6 Thank you.

7 CARB BOARD MEMBER SHAHEEN: No, that's wonderful.
8 I think it would be fantastic to see our agencies working
9 closer together on these things, because just acquiring
10 the data and getting the models, right, evolutions in the
11 models could take a lot of resources and a lot of time.

12 So one of the things that also stood out to me on
13 slide 11 was your first point on the methodology regarding
14 the scoring. You talk about five points being associated
15 with a neutral score for no change in VMT. And I was
16 curious about that, because it didn't seem like a logical
17 application of a score for something where there's no VMT
18 change. For me just -- I just think as a scientist, that
19 would receive a score of zero. Would you mind commenting
20 on that?

21 MARLON FLOURNOY: Yeah, that -- I think that's
22 one of those areas where, as we're working with a variety
23 of stakeholders, you know, that was one of these areas
24 where we had to, you know, really kind of balance it. You
25 know, the concern kind of goes back to the VMT metric and

1 not significantly increasing VMT. And there was a lot of
2 concern about that, because, you know, assigning a value
3 of zero really a lot of our stakeholders felt that we
4 weren't really being consistent with what was in CAPTI.
5 And so for that reason, we went ahead and went with a
6 neutral score.

7 So certainly, if you're increasing VMT, you know,
8 you're going to get the score somewhere between zero and
9 below five. But that was just one of those balances that
10 we were trying to strike with our stakeholders.

11 CARB BOARD MEMBER SHAHEEN: Understood. One
12 observation from my side would be, well, why not run a
13 range of different scoring applications to see how that
14 affects the VMT score, right, like sensitivity analysis?
15 And to me, that just seems like a clear opportunity.

16 And so one final --

17 CTC EXECUTIVE DIRECTOR TAYLOR: Can I -- can I
18 interject just one -- real quick on your question about
19 the zero and the five?

20 CARB BOARD MEMBER SHAHEEN: Oh, definitely.

21 CTC EXECUTIVE DIRECTOR TAYLOR: So one thing that
22 I want to add to what Marlon has talked about is there are
23 instances where we will fund within our Trade Corridor
24 Enhancement Program a zero-emission vehicle infrastructure
25 type of project that may not impact VMT, but will have a

1 significant impact on GHG emissions and we want to make
2 sure that those types of products are still rising to the
3 top as well.

4 CARB BOARD MEMBER SHAHEEN: Very helpful
5 clarification. Thank you.

6 And then just one final question or observation
7 that I think relates to the Commissioner's question. So
8 my read of the draft document is that the metrics are
9 weighted equally across all of them. And so what I was
10 curious about is within a particular score are data
11 weighted differently? So for example, like a rural
12 project, which is facing different land use and built
13 environment constraints, right, and less access to public
14 transit, I was just curious you have a neutral weighting
15 across all of them, but within the context of the metric
16 itself, are data weighted?

17 MARLON FLOURNOY: I think I'll have to get back
18 to you on that one. I will state that we did, in some
19 prior work, look at weighting scoring and we did a
20 sensitivity analysis on that. And what we found was it
21 didn't really make a big difference as much as we thought
22 it would. And for that reason, we went ahead and stuck
23 with the equal weighting. But it's hot to say as we're
24 moving forward, you know, we can certainly revisit that.
25 But to your particular question, I'll need to -- I'll need

1 to circle back.

2 CARB BOARD MEMBER SHAHEEN: I think it might --
3 just might be helpful to you to have that range and that
4 ability to adjust four specific types of projects and
5 different land use and built environments. And I'm not
6 sure that's going to be adjusted for with the land use
7 metric. So just some thoughts. I'm happy to speak with
8 you more about it, but thank you so much to you both for
9 your time and all your hard work on CSIS.

10 Thank you.

11 CTC CHAIR GUARDINO: Thank you, Board Member
12 Shaheen. Were there additional questions or did --

13 CARB BOARD MEMBER SHAHEEN: I got it.

14 CTC CHAIR GUARDINO: Great. Thank you.

15 We're going to go to Board Chair Randolph and
16 then Commission Vice Chair Grisby followed by Commissioner
17 Cruz.

18 CARB CHAIR RANDOLPH: Okay. I have two
19 questions, one for Marlon, one for Maura. So I'm this --
20 the CSIS process sounds like a huge step forward, but I'm
21 still trying to wrap my head around which projects, you
22 know, are subject to it and which aren't. And so in the
23 discussion about what it does not do, it says it does not
24 affect SHOPP-funded projects. And then in slide six, it's
25 sort of you have your SHOPP projects and you have your

1 non-SHOPP projects on different sort of trajectories. Is
2 there overlap? Are some projects both SHOPP projects and
3 non-SHOPP projects. And if so, does CSIS apply?

4 MARLON FLOURNOY: You guys ask really good
5 questions. So -- okay. So the non-SHOPP it primarily
6 applies to that non-SHOPP pot. When -- the trigger for us
7 doing the scoring is really those nomination programs. So
8 as we are compiling what programs or what projects we're
9 going to be moving forward with, that's what triggers our
10 CSIS scoring. And so just as an example, we have the SB 1
11 cycle coming up for Solutions for Congested Corridor and
12 Trade Corridor Enhancement Program. And we're scoring --
13 we basically get all the projects from our districts who
14 work with their partners. You know, we have a couple of
15 dozen different projects and we work with our districts
16 and partners to get the information to do all the scoring.

17 There are some circumstances where you might
18 have -- and as I was mentioning, you might have a
19 non-SHOPP project that overlaps with a SHOPP project.
20 We're only looking at that non-SHOPP element, because the
21 SHOPP need is really kind of defined through that
22 prioritization process that I had mentioned. So hopefully
23 that answers your question.

24 CARB CHAIR RANDOLPH: Right. So if you -- for
25 instance, if you have a project in -- that comes up in a

1 regional conversation that is sort of piggy backing on a
2 SHOPP project that's gone through this longer process,
3 that's not necessarily going to be subject to CSIS or it
4 would be subject to CSIS that -- oh, but just the aspect
5 of it that came through the regional process.

6 MARLON FLOURNOY: Yeah. Just the -- so just the
7 scope that applies to that non-SHOPP component. So if
8 it's like a pavement rehabilitation, right, that's kind of
9 overlapping with it, we're not going to look at the
10 pavement piece. We're going to look at what is the scope,
11 you know, whether it's, you know, adding a managed lane,
12 whether it's, you know, adding, you know, some element
13 that falls outside of the SHOPP program, we're really
14 looking at that scope and scoring that particular piece.

15 CARB CHAIR RANDOLPH: Got it. Okay. Thank you.
16 Okay. And then for Maura, this is kind of a piggy-backing
17 on this sort of transparency conversation we had, because
18 in one of your points -- or in one of your slides, you
19 mentioned that you all are trying to meet all of the
20 federal and State requirements. You know, you're sort of
21 -- it's not just the climate goals, but it's also all of
22 these other goals. And so I guess this links back to your
23 immediate prior slide about outreach and engagement. Sort
24 of how in your experience do MPOs in that RTP process
25 really kind of daylight sort of as you get to the end of

1 that process and you're really making the assessments and
2 elevating the particular goals that each project meets?
3 How do you talk to communities about that and help them
4 understand sort of how you're weighing the different
5 dowels that you're all trying to meet?

6 MAURA TWOMEY: Sorry. So we look at that
7 throughout the process, as I've talked about, and we
8 engage with the communities as we first establish our
9 goals and then our evaluation criteria and performance
10 measures. But I think where -- in terms of where it makes
11 the most sense, in a sense, to our communities is when we
12 develop the scenarios that match up the different
13 project -- different suite of projects with different land
14 use scenarios. So we build a scenario and we build
15 multiple ones, and then we test them and run them through
16 or model and against the different evaluation criteria and
17 performance measures, but then we also take those
18 scenarios out to the communities.

19 So we hold public workshops, we present them at
20 city councils, they, of course, go to all our technical
21 advisory committees and to our Board multiple times. And
22 so those scenarios show different sets of projects with
23 different land use assumptions and how they actually
24 perform, in terms of those goals that we want to meet,
25 climate goals, safety goals, you know, our housing,

1 whatever -- all our goals and how they meet those
2 different ones.

3 And so we typically start out with a larger
4 number of scenarios with different mixes of land use and
5 projects, because it's often surprising what performs
6 better or not. It's kind of not always as intuitive as
7 you would think. And then we bring those out to the
8 public and get input on what makes sense from their
9 perspective of how we have put these together. And then
10 we revise those scenarios, go back out again, and
11 ultimately we come up with probably two major scenarios
12 that have different uses. And then those go back out to
13 the community, to the TACs, and to the Board who
14 ultimately select, based on public comment and other
15 input, the scenario we use to develop the actual RTP/SCS.

16 So it's a very iterative process. And I think
17 realistically, and as somebody who's not a planner by
18 trade themselves, the scenarios are really where I think
19 it makes it real, because you can look at what we're
20 talking about, you know, what level of density and what
21 types of communities, and what does density mean in our
22 largest city of Salinas versus our smallest communities
23 of -- in the Salinas valley, and how do those suite of
24 projects address the different goals that we have set for
25 us as a region and how well they do that, and then how the

1 communities feel about those different sets, and those
2 assumptions that we're making.

3 CARB CHAIR RANDOLPH: Okay. Thank you.

4 CTC CHAIR GUARDINO: Thank you. We're going to
5 go next to Commission Vice Chair Grisby followed by
6 Commissioner Cruz, followed by Board Member Rechtschaffen.

7 CTC VICE CHAIR GRISBY: Thank you chair and thank
8 you to both the presenters. I really appreciate the
9 information you shared. My question is for Marlon and it
10 revolves around the land use and natural resource metric.
11 You said one of the constraints of CSIS currently is for
12 urbanized projects, the metric does not distinguish
13 between new HOV/managed lanes versus conversation
14 projects. You know give that a lot of the conversation
15 about highway expansion right now tends to be around
16 managed lanes additions versus conversions, could you talk
17 a little bit about why that section is silent and what
18 types of enhancements may occur for that section in the
19 future?

20 MARLON FLOURNOY: So I might have to get back to
21 you on that question. So my apologies. But, you know,
22 certainly, you know, context comes into play, as we're --
23 as we're looking at, you know, different alternatives or
24 projects are looking at different alternatives. And, you
25 know, I -- yeah, I'll need to -- I'll need to get a

1 response back to you on that one, just because I'll need
2 to consult my team on how best to respond.

3 CTC VICE CHAIR GRISBY: All right. Appreciate
4 that. And before I turn over the mic, I just want to
5 associate myself with the comments made by NextGen and
6 NRDC around some of the operational issues around CSIS and
7 how to make it public, and above board, and everyone can
8 see it. So appreciate your time and your effort around
9 all this work.

10 Thank you.

11 MARLON FLOURNOY: Thank you.

12 CTC CHAIR GUARDINO: Vice Chair, thank you.
13 Commissioner Cruz.

14 CTC COMMISSIONER CRUZ: Thank you, Chair
15 Guardino. And I appreciate the presentations from Marlon
16 and Maura as well. I think my question speaks more to
17 some of the efforts on the self-help side. And I applaud
18 these efforts to generate, you know, new finance -- new
19 financial mechanisms to fund transportation projects.
20 What I'm concerned a little bit about is just alignment,
21 especially alignment of -- for projects that who are a
22 part of an SCS on the local level that have been voter
23 proved, non-SHOPP that don't necessarily align with CSIS
24 entirely. Will they be ineligible to compete for State
25 funding or federal funding?

1 MARLON FLOURNOY: The short answer is, you
2 know -- the short answer is no. What we're trying to do
3 with our scoring and there's two layers to it. The first
4 layer is as call for projects come out from these
5 different funding programs, we want to make sure the
6 projects that we're evaluating and how they align with the
7 program goals of those funding programs, we want to make
8 sure first that we're finding the most competitive
9 projects, so -- and based off of our methodology on the
10 alignment of the funding programs, you know, we give like
11 a high, medium, low sort of rating on that.

12 So we might have a project that rates high in
13 terms of its alignment with the program, which we have
14 some degree of confidence that it's going to be able to
15 compete. The second lens is the CAPTI piece. So, you
16 know, there may be some circumstances where maybe a
17 project is maybe in the middle of the pack. You know,
18 it's sort of in that Middle band in terms of CAPTI
19 alignment. You know, so it's really sort of dependent on
20 the mix of projects that we get. If we get other projects
21 that are high alignment with the program and maybe high
22 alignment with CAPTI, obviously, those are going to be the
23 ones where we're going to take a closer look at, but it's
24 not to say that we're going to discount projects that
25 might be high alignment, but middle, if that makes sense.

1 So -- and there are other lenses that we have as
2 well. You know, we might have a project that maybe is
3 high alignment in the funding piece and high alignment on
4 CAPTI, but as we're working with the project teams, maybe
5 they can't deliver their project by the time tables that
6 are associated with that program. So that's a project
7 that -- where we're obviously not going to be able to move
8 forward, because it's not ready to go. So I think there's
9 a number of data points that we're trying to piece
10 together to make good decisions as to what we're going to
11 submit.

12 But just because of the scoring on CAPTI, I don't
13 want to say that it's going to discount a project from
14 being able to compete, despite the mere fact that we're
15 looking at all the projects and doing the scoring. A lot
16 of the information that we need to get -- you know, to do
17 the scoring, we're working closely with the partners to
18 get that information. I can tell you just briefly one
19 example that I have that -- where we've seen low scores is
20 we're working were the sponsors and maybe there's
21 information that they didn't provide us.

22 We know that it's there, but we want to make sure
23 that we have the information to be able to do the scoring,
24 because if we can't get the data, you know, that's an
25 example of us not being able to really have a complete

1 score. So there's a lot of facets to this. I can tell
2 you one of the lessons learned that we're coming out of
3 our pilot is better communicating what's needed up front,
4 so there's transparency in terms of the information that
5 we need to be able to do the scoring. But despite a mere
6 fact of us looking at all the different projects, you
7 know, nothing is ineligible. I think everything is on the
8 table.

9 CTC COMMISSIONER CRUZ: Appreciate the response.
10 Thank you.

11 CTC CHAIR GUARDINO: Thanks, Commissioner Cruz.
12 We're going to go Board Member Rechtschaffen and then
13 Board member Guerra, and then, unless I see other tent
14 cards in the room, we'll go online to Board Member
15 Pacheco-Werner.

16 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you.
17 Marlon, I have two questions, follow-ups like from prior
18 questions. The first is a follow-up from Chair Randolph.
19 If there's a project that's in part our completely falls
20 out of the CSIS process, is there any other leverage you
21 have for taking another look at the projects and trying to
22 bring them in closer alignment with our current climate
23 and State goals.

24 MARLON FLOURNOY: So that short answer is we
25 absolutely want to do that. You know, as we're thinking

1 through projects -- you know, active projects that are
2 ongoing, we certainly are finding opportunities for
3 projects that might be scoring lower to circle back to
4 say, you know, these are some of the things that you can
5 actually look at in terms of, you know, improving the
6 project. And so, we very much view it as an ongoing
7 process as they're developing it.

8 And that's just, you know, sort of built into the
9 process. You know, so when there's a future funding cycle
10 where they may resubmit that project, you know, hopefully
11 when we re-evaluate those projects, you know, we'll see
12 some increases in those scores.

13 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you.

14 MARLON FLOURNOY: Does that -- did that answer
15 your question? I'm sorry.

16 CARB BOARD MEMBER RECHTSCHAFFEN: Yes, it does.
17 Thank you. I'm very glad that you're continuing to look
18 at whatever opportunity for leverage that you have.

19 The second relates to scoring and the relative
20 scoring. You answered a question from Board Member
21 Shaheen and just before you were talking about this. On
22 the CSIS metric between a project that scores -- it's --
23 let's say you have five projects that score high on
24 reducing VMT and only one that scores high on the land
25 use, natural resource element, but it scores the same

1 quantitative number, are you doing any qualitative
2 weighing to say, well, we're going to -- we're going to
3 diversify our projects so that we're selecting one that
4 promotes land use and natural resource preservation, or
5 how are -- how are you -- how are you evaluating those two
6 parts of the score.

7 MARLON FLOURNOY: Yeah. That's a good question.
8 So, assuming we have projects that are in high alignment
9 on -- as far as the funding programs and they're roughly
10 the same in terms of the CSIS scoring, you know, we have
11 another -- a number of different lenses that we might look
12 at. You know, one of that is making sure we're maybe
13 looking at geographic equity. You know, so if we have a
14 lot of, you know, projects that are clustered in one area,
15 you know, we may look to see, you know, what are -- what
16 other opportunities are there -- you know, are there to
17 look at other parts of the state to hopefully see to make
18 sure that we're, you know, having some of that equity
19 across the board.

20 And those conversations might come up, right, as
21 far as, you know, some of the things that you're
22 describing. You know, but I wouldn't say that there's
23 probably like not a super hard and fast rule in terms of
24 that, but we do want to make sure that we're prioritizing
25 again the competitiveness of the projects and then also

1 uplifting that -- the CAPTI alignment as well. Those are
2 our two priorities.

3 CTC CHAIR GUARDINO: Cliff, anything else?

4 CARB BOARD MEMBER RECHTSCHAFFEN: No.

5 CTC CHAIR GUARDINO: Great. Thank you, Board
6 Member Guerra and then we'll go online with Member
7 Pacheco-Werner.

8 CARB BOARD MEMBER GUERRA: Thank you. Thank you,
9 Chair Guardino.

10 First, you know, thank you so much for a great
11 presentation on CSIS and explanation of the analysis. And
12 I want to also thank Commissioner Tiffany for his comments
13 on rural communities and the need for investment in those
14 roadways. And I was just commenting to my colleague here,
15 Mr. Eisenhut, about growing up on the intersection of
16 County Road 86 and County Road 23 in Yolo County. And
17 when it would flood, you know, there would be very little
18 access anywhere out of the area. And Highway 16 tended to
19 be the -- one of the few options.

20 And so it was always challenging, from my
21 understanding, to get sometimes funding for rural
22 communities, both at the local level and even from the
23 State level. So I appreciate that, because in some of
24 these rural communities, still -- access still becomes a
25 challenge.

1 The question that I have, and then I do have, I
2 would say, a comment or more of a request. But the
3 question on that aspect of -- is, is there -- the analysis
4 also to fund rural communities on the very needed
5 infrastructure that they may have on particular safety,
6 where is the consideration of a project that is very much
7 needed, but could be sprawl inducing? And I -- and I --
8 it's interconnected towards my next concern here, but is
9 there an analysis that you're taking into effect where
10 there's a project that very much needs to happen because
11 of the number of accidents, or number of slow traffic, but
12 it could have the unintended consequences of additional
13 sprawl?

14 MARLON FLOURNOY: Yeah, I would say, you know, we
15 will be working with our districts to maybe understand
16 that aspect of it. I know through our local development
17 review process, you know, we work with a number of local
18 entities in providing comments on projects that might just
19 do exactly what you're stating, and -- but as far as our
20 CSIS process goes, you know, we are looking at that VMT
21 piece in particular. And the model that we run that
22 through, you know, I think it does account for, you know,
23 that land use component and to be able to sort of model
24 through what that increase in VMT would be.

25 But what I'll do is I'll circle back with my team

1 and make sure I can confirm that the answer that I'm
2 providing you is accurate.

3 CARB BOARD MEMBER GUERRA: No, I appreciate that.
4 And then this comment is maybe for our body and for our
5 staff's team here. But, you know, one, obviously, we
6 should take into consideration every opportunity to make
7 CSIS as effective as possible to make us be more wise in
8 the choices we make for the future. But I worry, and I
9 made this comment the last time we met as a group, that
10 the changes that we need are so significant to address our
11 public health goals, our climate goals, our housing
12 transportation goals, that essentially this is almost
13 tinkering around the edges. And I don't want to minimize
14 the significance of this, because I think this is a very
15 forward moving and important step that the State has
16 taken.

17 But given all of the billions of dollars that are
18 pulled together and put together by our State and the need
19 to make sure that we're executing not only our
20 aspirational but our statutory responsibilities that we've
21 already put in place, I almost feel that it's important
22 for us to rethink and use this avenue to look at ways to
23 hit those multiple goals better, because some of these
24 projects, particularly transportation projects or others,
25 have been designed to singularly tackle one particular

1 issues. That's partly of the legislative process. Bills
2 come into play tickling one issue, but it gets tacked onto
3 an existing program, and necessarily isn't transformative.
4 So what we're doing is kind of tinkering around the edges,
5 much like the buildup of some of these programs.

6 So I'd like us to -- maybe this is a -- Mr.
7 Chair, and Chair Randolph here, I have a request here, if
8 our staff could start looking through the programs that
9 have looked at the multi-purpose goals. I'll use REAP 2.0
10 for example that looks at transportation, housing,
11 infrastructure, and climate change. It was one of those
12 that are in peril during this budget cycle, but that are
13 hitting those multiple goals. And, you know -- and if we
14 look at even other programs, even our -- the -- from SGC
15 or others, they're -- they are each in their own siloed
16 place. So maybe a request to the body here is to have our
17 staff come back together to present the actual programs
18 and -- that are hitting these multiple goals versus what
19 is happening now, which is, I think, sometimes tinkering
20 on the edges of -- which needs to happen, but of the
21 existing framework that we're living in. So, one, I'd ask
22 for that maybe as a -- as a -- as a task to bring back for
23 us.

24 And lastly, you know, at least, if we identify
25 pots of buckets that need to be changed or looked at, I

1 think the CTC has the statutory requirement of annually
2 recommending to the Legislature legislation. So -- you
3 know, some of -- this is a product of the Legislature.
4 And so it may need to go back. So maybe that is an
5 outcome of this body of next step is what can be forwarded
6 to the Legislature out of its annual statutory report
7 back?

8 So I'll leave it at that. It's more of a comment
9 and a request. And then thank you for answering the
10 question on the potential for the much needed
11 improvements, particularly in -- on speed and accident
12 issues in rural communities, but the issue of
13 sprawl-inducing projects.

14 CTC CHAIR GUARDINO: Board Member Guerra for the
15 suggestions and the feedback.

16 We are going -- I'm not seeing any other tent
17 cards that are vertical on the dais, so we will be going
18 online to Board Member Pacheco-Werner.

19 CARB BOARD MEMBER PACHECO-WERNER: Thank you so
20 much. I think this is really exciting, because I
21 definitely, like others, don't see this in isolation, but
22 really thinking about proactively, not only at the State
23 level, but how locals can also be more proactive now that
24 they have had time to think about VMTs through a number of
25 mechanisms, and we've all learned about what didn't work.

1 So I'm very optimistic by the intentions of the metrics.

2 And I hope -- my hope is that, you know, new
3 voter approved mechanisms in the pipe -- or those in the
4 pipeline to be approved or proposed are being put forward
5 with the transparency about, you know, VMTs and the desire
6 for the State to -- for everyone to come into alignment
7 with these projects, so that they're not cut out.

8 I think, you know, I really do share Board Member
9 Guerra's concerns and also agreement on the rural front
10 about, you know, the idea about getting more opportunities
11 to have projects funded that otherwise would not be funded
12 with local resources, but do share his concern about
13 sprawl. I wonder -- and this is -- maybe if you can
14 comment if you've -- if you've thought about it or if
15 there's -- or if there is opportunities about how the
16 metrics can also align with AFFH. I know we had a little
17 bit of a comment and present -- part of the presentation
18 this morning on freight focused on Affirmatively
19 Furthering Fair Housing. So I'm wondering if there's a
20 little bit on that, those metrics that could be tacked on
21 to address the issue of ensuring that the projects don't
22 motivate new communities for the most wealthy versus
23 actual, you know, rural projects that need to be funded.

24 So, yeah, I'll -- I have that question. And then
25 I just have one more -- one comment that I'll just say

1 now, that I really hope on the alignment of agencies, I
2 want to see if there's an opportunity on the staff side
3 for their to be an alignment on data required across
4 agencies on VMTs as much as possible. I've heard from
5 MPOs and others that, you know, getting consultants to
6 hire -- to do this data, particularly smaller agencies,
7 you know, that can be a burden, especially if we're
8 requiring, you know, different analysis on the same types
9 of questions. So I've heard frustration on that kind --
10 on that point and I'm just wondering if there's an
11 opportunity also for alignment on -- across agencies on
12 the VMT questions.

13 Thank you.

14 CTC CHAIR GUARDINO: Marlon.

15 MARLON FLOURNOY: Sure. Thank you, Chair.

16 In terms of your question, certainly we can look
17 at that. And in regards to the VMT, you know, I think --
18 I think there is, you know, some agreement that with rural
19 areas, in particular, you know, the set of VMT tools that
20 we have at hand, you know, are lacking. And so, we
21 actually are working with the Rural County Taskforce to
22 look at better tools that are suitable for rural areas.
23 And so that is one thing that I would mention.

24 And the other thing that I'll mention far as the
25 VMT analysis goes is -- because there might be some

1 confusion with this, but as we're scoring the projects,
2 we're not doing a VMT analysis, per se. What we're doing
3 is basically pulling the information out of the
4 environmental document, so we are relying on the project
5 sponsors to provide that -- the VMT data. We're not --
6 we're not, you know, running a separate analysis. And so,
7 we want to make sure that we're being internally
8 consistent, you know, as we're -- as we're doing that.
9 But certainly, I think there's, you know, this consensus
10 that, you know, there is, you know, room for improvement
11 in terms of the VMT tools. And I think that's an
12 opportunity for the various agencies to collaborate.

13 CTC CHAIR GUARDINO: Thank yo, Marlon. I do not
14 see any other tent cards vertical or anyone else online
15 from either the Board or the Commission.

16 With that, we're going to move on to Item 5,
17 which is our Executive Director Tanisha Taylor with any
18 wrap-up and next steps.

19 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you. I
20 always appreciate the lively discussions that we have at
21 these meetings and I thank you all for participating. I
22 want to thank the public, our interagency staff, HCD, CARB
23 Board members, our commissioners, Everyone who is really
24 here really informing this process so that we get the best
25 policy outcomes from the work that we're doing here

1 together. We had a fruitful dialogue and discussed topics
2 of statewide significance, including fair housing,
3 sustainable freight, and community impacts, and how
4 transportation prioritization is conducted to ensure we
5 achieve State goals.

6 I've noted the following action items from the
7 meeting for our staff to carry forward. The Fair Housing
8 team will be available for consultation on the continued
9 implementation of SB 671. We will continue coordination
10 with the Caltrans CSIS team to enhance consideration of
11 land use in the CSIS through the identification of
12 resources that would aid coordinated land use and
13 transportation planning for projects on the State highway
14 system.

15 We're going to continue to provide updates on the
16 implementation in the work we highlighted during the
17 Sustainable Freight and Community Impacts panel this
18 morning. And lastly, we're going to continue to present
19 on the programs and how we're coordinating across our
20 agencies to align our goals that meet all of our agencies.
21 We talked about our Local Transportation Climate
22 Adaptation Program and incorporating fair housing to Board
23 Member Guerra's point, how can we meet more goals with
24 each of our dollars that we have and we'll continue to do
25 those things and continue to report on those things in our

1 progress report on interagency coordination.

2 Thank you.

3 CTC CHAIR GUARDINO: Director Taylor, thank you.

4 Do we have any public comment on Director
5 Taylor's comments?

6 No, that comes later, but you are well
7 positioned, if you want to make yourself comfortable.

8 Any public comment online to Director Taylor's?

9 CTC CLERK ASSISTANT HALL: I'm not seeing any
10 requests from our online attendees.

11 CTC CHAIR GUARDINO: Great. Thank you. Then let
12 me start -- now, we're going to public comment. Mr.
13 Hirsch. I encouraged you to stay nearby, but you're
14 getting your steps in this way.

15 Sir, you have up to three minutes.

16 ALAN HIRSCH: Thank you much. I just want to
17 reiterate that there was an attempt at a public hearing
18 around the I-80 toll facility. And as far as I could
19 tell, only one member non-lobbyist group member showed up
20 for that. This is a toll facility that is going to affect
21 the residents of Davis, and Woodland, and -- the community
22 and only one showed up, because it was held at rush hour
23 in West Sacramento, not where the commuters live who will
24 use the causeway.

25 And like I said, we had teach-in on I-80 and 180

1 people signed upped. We've had hearings on City of Davis
2 policy on it. We've had 30, 40 public comments show up.
3 So that's why I say there's no lack of interest on I-80.
4 There's a lack of public involvement. So I encourage the
5 staff to hold another meeting if they really want input,
6 the toll authority, in Davis at a time that's convenient
7 to the residents.

8 And I would remind the community people at Davis
9 is lower income. Thirty -- 60 percent of the Davis
10 residents sit in -- they are students and they live in
11 neighborhoods in -- they are economically disadvantaged in
12 terms of the category. So I would -- please, I -- the
13 public process is so important for us to trust in
14 government. Thank you for listening.

15 CTC CHAIR GUARDINO: Thank you, Mr. Hirsch. Is
16 there any other public comment for items that we haven't
17 covered that are in the room or online?

18 I'm not seeing anyone in the room, so online,
19 please

20 CTC CLERK ASSISTANT HALL: I do see one hand
21 raised from our virtual attendees. I'd like to call on
22 William Walker.

23 WILLIAM WALKER: Hi. And unfortunately, I'm
24 moving, so I hope you can all hear me. I'm William
25 Walker. I'm the EAC Chair for the CTC, Caltrans, and

1 CalSTA Interagency Equity Advisory Committee.

2 I'm calling in to express like a desire for there
3 to be more than just coordination. If you want to be
4 involved in these discussions, you have to read the
5 Scoping Plan from CARB. You have to read the California
6 Transportation Plan. You have to read the RTP/SCSs from
7 18 different regions to understand what all of the
8 requirements are to be an engaged citizen to be able to be
9 a part of this process. I made a recommendation to
10 Caltrans staff at our EAC meeting that -- at the district
11 level, that they hold town hall meetings once or twice a
12 year and incorporate EAC members as well as stakeholders
13 from the community, and, you know, stakeholders that are
14 from different advocacy backgrounds.

15 So I'm hoping that CARB can also look at the same
16 thing and possibly do it in conjunction with the CTC. And
17 I don't know how HCD interacts with the public, but, I
18 mean, there's been a lot of news around how the housing
19 grant program how the money went so fast last year, and so
20 this year there was more of an equitable process. It
21 would be really great to figure that out.

22 Just being someone who grew up riding public
23 transit and living in affordable housing, you know, we
24 really have the tools to make California work for more
25 than just the folks who can afford to live here, but also

1 the folks who can't. And I'm just hoping that you all
2 have the power to say that you all want to come together.
3 And this joint meeting is one piece, but I'm hoping that
4 there will be more pieces. I invite you all to come to
5 our Equity Advisory Committee meeting. Our schedule is on
6 the CTC website. I believe our next meeting is in Orange,
7 California, and it's also virtually accessible, May 15th.
8 And it will be in conjunction with our commission. So we
9 invite you and we'd love to know who your equity
10 stakeholders are as well.

11 Thank you for your time.

12 CTC CHAIR GUARDINO: Mr. Walker, thank you.

13 Is there any other online public comment on items
14 we haven't covered today?

15 CTC CLERK ASSISTANT HALL: I'm not seeing any
16 other requests to comment at this time.

17 CTC CHAIR GUARDINO: Great. Then we'll close out
18 the public comment, if I may. I want to thank you all who
19 tuned in to our joint meeting today, either here in person
20 or online. We had I think at a highlight more 150 people
21 online, as well as people here in the room.

22 We always cover so much ground in these
23 conversations and I'd like to thank the teams from our
24 three agencies who helped coordinate these meetings. In
25 particular, on our Commission team -- our Commission

1 administration team specifically, Doug Remedios, Brandy
2 Fleming, and Justin Hall. Your help in making today's
3 meeting run smoothly is deeply appreciated. I look
4 forward to continuing these discussions at our next joint
5 meeting, which will be held November 7th in Riverside,
6 California.

7 Before we conclude, I also want to invite you all
8 to the Commission's next town hall meeting, which is two
9 days in Fort Bragg. We truly try to get out to the 482
10 cities and towns and 58 counties, so that we're accessible
11 to the broader communities here in California. And that's
12 next week, April 17th and 18th. Our town hall meetings
13 are a terrific opportunity to learn more about rural
14 transportation issues.

15 Second, again my wife and I put on charity
16 community runs throughout Silicon valley, and those shirts
17 are from a run that we do called Stars and Strides around
18 the Independence Day weekend. These are last year's
19 shirts that we've been saving just for you. This
20 particular race is to benefit our public hospitals and
21 public health care facilities and the one million
22 overwhelmingly underserved people that they serve
23 annually. So don't just take one, take a bunch, enjoy.
24 These are all women's over there.

25 But with that, I'd like to ask Chair Randolph and

1 Director Velasquez if they'd like to make any final
2 comments as well.

3 CARB CHAIR RANDOLPH: Thank you all for
4 participating in this discussion. It was a really great
5 meet today. I really appreciate all of the Board members
6 and commissioners, both in person and online whose
7 questions and thoughtful engagement really makes these
8 meetings so important and the HCD participation is
9 incredibly informative, because we spend so much time in
10 the climate and transportation world that sometimes we are
11 not keeping up with the critical housing issues that we
12 are confronting here in the State of California.

13 So having Director Velasquez here and really
14 having, you know, Megan and others where -- that allow us
15 to really dig deep into the intersectionality of these
16 challenges, it's just a great opportunity to understand
17 what's happening. And how we can be doing better in the
18 State of California. So, thank you all for the
19 participation and we will see you in Riverside in
20 November.

21 CTC CHAIR GUARDINO: Thank you, Chair Randolph.
22 Director Velasquez.

23 HCD DIRECTOR VELASQUEZ: Thank you. It was a
24 great meeting. Thank you very much. I know it wasn't too
25 housing heavy, but it's still a great meeting. I started

1 the meeting with my remarks round synchronizing our
2 effort. So I appreciate Mr. Guerra talk about can we hear
3 in future meetings about, you know, programs that are
4 working, where we are actually, in fact, synchronizing our
5 efforts. We know what the problems are. You know, we've
6 talked extensively about the problems that we're trying to
7 close around climate change, the cleaner air, more
8 transportation options, clean transportation, and, of
9 course, to close the gap on the tremendous housing
10 shortage that we have especially deeply affordable
11 housing. And we just need to, you know, go back to what
12 has worked, where our three entities have worked together
13 and have come up with good solutions. And, you know, we
14 can just keep replicating those successes. So that's a
15 great suggestion and I look forward to keep talking about
16 that.

17 CTC CHAIR GUARDINO: Thank you, Director
18 Velasquez. And to our two Executive Directors, Tanisha
19 Taylor and Steven any closing comments either of you would
20 like to make.

21 Okay. With that, we owe you nine minutes of your
22 lives. We went slightly over. We appreciated it. We
23 didn't want to limit a robust conversation. Appreciate
24 everyone participating.

25 Thank you. We stand adjourned.

1 (Thereupon the California Air Resources
2 Board, California Transportation Commission, and
3 California Department of Housing and Community
4 Development meeting adjourned at 4:10 p.m.)
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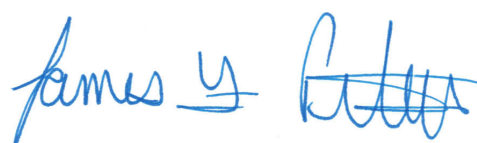
CERTIFICATE OF REPORTER

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

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

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

IN WITNESS WHEREOF, I have hereunto set my hand this 22nd day of April, 2024.



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