

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

ZOOM PLATFORM

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

THURSDAY, NOVEMBER 7, 2024

9:10 A.M.

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

J&K COURT REPORTING, LLC

APPEARANCES

CARB BOARD MEMBERS:

Liane Randolph, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Eric Guerra

Senator Dean Florez (Remote)

Assemblymember Eduardo Garcia (Remote)

Eric Guerra

Davina Hurt

Gideon Kracov (Remote)

Tania Pacheco-Werner, PhD

Cliff Rechtschaffen

Susan Shaheen, PhD

Diane Takvorian

CTC COMMISSIONERS:

Carl Guardino, Chair

Darnell Grisby, Vice Chair

Jay Bradshaw (Remote)

Joseph Cruz

Lee Ann Eager

Jason Elliott (Remote)

APPEARANCES CONTINUED

CTC COMMISSIONERS:

Adonia Lugo, PhD

Zahirah Mann

Bob Tiffany

CALIFORNIA STATE TRANSPORTATION AGENCY:

Darwin Moosavi, Deputy Secretary

CARB STAFF:

Steven Cliff, PhD, Executive Officer

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

Chanell Fletcher, Deputy Executive Officer, Equity,
Communities and Environmental Justice (Remote)

Annette Hébert, Southern California Headquarters and
Mobile Source Compliance

Edna Murphy, Deputy Executive Officer, Internal Operations

Rajinder Sahota, Deputy Executive Officer, Climate Change
and Research

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

Ellen Peter, Chief Counsel

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

Mario Cruz, Branch Chief, Climate Investments Branch, STCD

Jennifer Gress, Division Chief, STCD

APPEARANCES CONTINUED

CARB STAFF:

Nicole Hernandez, Air Pollution Specialist, Climate
Investment Benefits Section, STCD

Nesamani Kalandiyur, Manager, Transportation Analysis
Section, STCD

Carey Knecht, Branch Chief, Transportation and Land Use
Planning Branch, STCD

Kelly Obranowicz, Senior Attorney, Legal Office

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

CTC STAFF:

Tanisha Taylor, Executive Director

Paul Golaszewski, Chief Deputy Director

Gwynne Hunter, General Counsel

Laura Pennebaker, Deputy Director, Transportation Planning

Destiny Preston, Assistant Deputy Director, Planning

Doug Remedios, Interim Deputy Director, Administration and
Financial Management

Matthew Yosgott, Deputy Director, SB 1 Programming

HCD STAFF:

Gustavo Velasquez, Director

Clay Kerchof, Chief, Climate and Transportation Section

Sohab Mehmood, HCD Senior Policy Manager

APPEARANCES CONTINUED

ALSO PRESENT:

Nicholas Adcock, Greater Riverside Chambers of Commerce

Will Barrett, American Lung Association

Roy Bleckert

Maurissa Brown, The Greenlining Institute

Assemblymember Sabrina Cervantes

Keith Dunn, Self Help Counties Coalition

Marlon Flournoy, Caltrans

Joseph Gallagher

Aaron Hake, Riverside County Transportation Commission

Kyle Heiskala, Environmental Health Coalition

Bill Higgins, California Association Councils of Governments

Maya Inigo-Anderson, Communities for a Better Environment

Sarkes Khachek, Santa Barbara County Association of Governments

Eli Lipmen, Move LA

Bill Magavern, Coalition for Clean Air

Kevin Maggay, International Motors

Bryn Moncelsi, Climate Resolve

Jamie Pew, NextGen California

Sofia Rafikova, Coalition for Clean Air

Wes Reutimann, Active San Gabriel Valley

Carter Rubin, Natural Resources Defense Council

APPEARANCES CONTINUED

ALSO PRESENT:

Ruhama Tereda, Nor Cal Carpenters Union

Maura Twomey, Association of Monterey Bay Governments

Kiana Valentine, Transportation California

William Walker, Interagency Equity Advisory Committee

Jeanie Ward-Waller, ClimatePlan

Marissa Wu, The Greenlining Institute

<u>INDEX</u>	<u>PAGE</u>
Call to Order	1
Roll Call	1
Meeting Logistics	3
Opening Remarks	
CARB Chair Randolph	7
CTC Chair Guardino	9
HCD Director Velasquez	11
Item 1 - Progress Report on Interagency Coordination	
CARB Chair Randolph	15
CARB Executive Officer Cliff	16
Item 2 - State Initiatives to Align Climate, Housing and Transportation	
CARB Chair Randolph	20
CARB Presentation	23
CalSTA Presentation	32
HCD Presentation	51
Discussion and Q&A	58
Assemblymember Sabrina Cervantes	101
Keith Dunn	103
Bill Higgins	106
Jeanie Ward-Waller	107
Ruhama Tereda	109
Maura Twomey	111
Will Barrett	112
Aaron Hake	113
Nicholas Adcock	115
Bill Magavern	117
Carter Rubin	118
Bryn Moncelsi	120
Eli Lipmen	121
Roy Bleckert	123
Jamie Pew	124
William Walker	126
Maya Inigo-Anderson	127
Marissa Wu	129
Kyle Heiskala	130
Sarkes Khachek	132
Wes Reutimann	133
Sofia Rafikova	135
Maurissa Brown	137

INDEX CONTINUED

	<u>PAGE</u>
Item 2 (continued)	
Kiana Valentine	138
Joseph Gallagher	140
Kevin Maggay	141
Wrap-up by CARB Executive Officer Cliff	143
Closing Comments	145
Adjournment	146
Reporter's Certificate	147

PROCEEDINGS

CARB CHAIR RANDOLPH: Okay. We are now -- we are now live. Good morning and welcome to the November 7th, Joint meeting of the California Air Resources Board, the California Transportation Commission, and the Department of Housing and Community Development.

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

Clerk of the Board, please call the roll for the Air Resources Board.

CARB BOARD CLERK GARCIA: Dr. Balmes?

CARB BOARD MEMBER BALMES: Here.

CARB BOARD CLERK GARCIA: Mr. De La Torre.
Mr. Eisenhut.

CARB BOARD MEMBER EISENHUT: Here.

CARB BOARD CLERK GARCIA: Senator Florez.

CARB BOARD MEMBER FLOREZ: Florez here.

CARB BOARD CLERK GARCIA: Assemblymember Garcia.

ASSEMBLY MEMBER GARCIA: Present.

CARB BOARD CLERK GARCIA: Mr. Guerra.

CARB BOARD MEMBER GUERRA: Here.

CARB BOARD CLERK GARCIA: Mr. Hurt.

CARB BOARD MEMBER HURT: Hurt present.

CARB BOARD CLERK GARCIA: Mr. Kracov.

1 CARB BOARD MEMBER KRACOV: Here.

2 CARB BOARD CLERK GARCIA: Mr. Rechtschaffen.

3 CARB BOARD MEMBER RECHTSCHAFFEN: Here.

4 CARB BOARD CLERK GARCIA: Dr. Pacheco-Werner.

5 Supervisor Perez.

6 Senator Stern.

7 Dr. Shaheen.

8 CARB BOARD MEMBER SHAHEEN: Here.

9 CARB BOARD CLERK GARCIA: Ms. Takvorian.

10 CARB BOARD MEMBER TAKVORIAN: Here.

11 CARB BOARD CLERK GARCIA: Supervisor Vargas.

12 Chair Randolph.

13 CARB CHAIR RANDOLPH: Here.

14 CARB BOARD CLERK GARCIA: Madam Chair, we have a
15 quorum.

16 CARB CHAIR RANDOLPH: Thank you.

17 Chair Guardino, please have your clerk call the
18 role for your Commissioners.

19 CTC CHAIR GUARDINO: Thank you.

20 Douglas, would you please call the roll.

21 CTC CLERK REMEDIOS: Thank you, Chair.

22 Commissioner Bradshaw.

23 CTC COMMISSIONER BRADSHAW: Present.

24 CTC CLERK REMEDIOS: Commissioner Cruz.

25 Commissioner Eager.

1 CTC COMMISSIONER EAGER: Here.

2 Commissioner Elliott.

3 Commissioner Falcon.

4 Vice Chair Grisby.

5 CTC VICE CHAIR GRISBY: Present.

6 CTC CLERK REMEDIOS: Commissioner Lugo.

7 Commissioner Mann

8 Commissioner Tiffany.

9 CTC COMMISSIONER TIFFANY: Here.

10 CTC CLERK REMEDIOS: Chair Guardino.

11 CTC CHAIR GUARDINO: Present.

12 CTC CLERK REMEDIOS: And our ex officios.

13 Senator Cortese?

14 Assemblymember Wilson?

15 Chair, we have a quorum.

16 CARB CHAIR RANDOLPH: Thank you. Director

17 Velasquez, please introduce your team.

18 HCD DIRECTOR VELASQUEZ: Thank you. We've
19 also -- we Clay Kerchof from my team and Sohab who will be
20 presenting today important topics on our progress at HCD.

21 CARB CHAIR RANDOLPH: All right. Thank you.

22 I'll now go over a few housekeeping items. We
23 are conducting today's meeting in person as well as
24 offering remote options for public participation both by
25 phone and in Zoom. Anyone who wishes to testify today in

1 person should fill out a request-to-speak-card available
2 in the foyer and turn it into a Board assistant as soon as
3 possible. If you are participating remotely, you will
4 raise your hand in Zoom or dial star nine if calling in by
5 phone. The clerk will provide further details regarding
6 how public participation will work in a moment.

7 For safety reasons, please note the emergency
8 exit to the rear of the room through the foyer. In the
9 event of a fire alarm, we are required to evacuate this
10 room and immediately exit the building through the front
11 entrance. When the "All Clear" signal is given, we will
12 return to the auditorium and resume the meeting.

13 A closed caption feature is available for those
14 of you joining us in the Zoom environment. In order to
15 turn on subtitles, please look for a button labeled "CC"
16 at the bottom of the Zoom window as shown in the example
17 on the screen now. I would like to take this opportunity
18 to remind everyone to speak clearly and from a quiet
19 location, whether you are joining us in Zoom or calling in
20 by phone.

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

23 CARB BOARD CLERK GARCIA: Thank you.

24 Good morning, everyone. I'm one of the Board
25 clerks here at CARB and I will be providing additional

1 information on how public participation will be organized
2 for today's meeting.

3 We will first be calling on any in-person
4 commenters who have turned in a request-to-speak card and
5 then I will be calling on commenters who are joining us
6 remotely. If you are joining us remotely and wish to make
7 a verbal comment on today's item, you will need to be
8 using Zoom webinar or calling in by telephone. If you are
9 currently watching the webcast on CAL-SPAN, but you wish
10 to comment remotely, please register for the Zoom webinar
11 or call in. Information for both can be found on the
12 joint meeting public agenda for today's meeting.

13 To make a verbal comment, we will be using the
14 "Raise Hand" feature in Zoom. If you wish to speak on the
15 Board item, please virtually raise your hand as soon as
16 the item has begun to let us know you wish to speak. To
17 do this, if you are using a computer or tablet, there is a
18 raise-hand button. And if you are calling in on the
19 telephone, dial star nine to raise your hand. Even if you
20 previously indicated which item you wish to speak on when
21 you registered, you must raise your hand at the beginning
22 of the item.

23 When the comment period starts, the order of
24 commenters will be determined by who raises their hand
25 first. We will call each commenter by name and will

1 activate each commenter's audio when it is their turn to
2 speak. For those calling in by phone, we will identify
3 you by the last three digits of your phone number. We
4 will not show a list of remote commenters, however, we
5 will be announcing the next three or so commenters in the
6 queue, so you are ready to testify and know who is coming
7 up next. Please note, you will not appear by video during
8 your testimony. I would also like to remind everyone to
9 please state your name for the record before you speak.
10 This is especially important for those calling in by phone
11 to testify on an item.

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

18 If you wish to submit written comments today,
19 please visit CARB's "Send Us Your Comments" webpage or
20 look at the public agenda on our webpage for links to send
21 those documents electronically. Written comments will be
22 accepted until the conclusion of the meeting.

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

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

3 CARB CHAIR RANDOLPH: Thank you.

4 Today's joint meeting addresses State initiatives
5 to align our actions pursuing goals for climate,
6 transportation, and housing. We'll be hearing three
7 interrelated presentations. These presentations will
8 share data on the challenges of reducing vehicle miles
9 traveled, potential State actions to align transportation
10 spending with climate goals as part of the update to
11 CAPTI, and local and regional innovations made by possible
12 with partner agencies under the REAP 2.0 Program. We will
13 be allocating time at the conclusion of these
14 presentations for public comment and dialogue.

15 As we go through today's meetings, I -- today's
16 meeting, I ask all of you to think critically about these
17 planning and investment processes to identify if and how
18 we can more meaningfully coordinate our policies to
19 jointly advance our respective missions. As we carry our
20 missions forward, each of our agencies faces its own
21 challenging goals, whether to adapt California's massive
22 transportation system to challenging fiscal realities,
23 accelerating the production of affordable and
24 location-efficient housing to meet the needs of all
25 Californians, or improve air quality and public health and

1 meet our state's world-leading climate goals. And as we
2 tackle all this, we will be working to do so in ways that
3 support California's economy and advance racial and
4 environmental justice.

5 We can't understate the magnitude of this
6 collective work and the challenges and opportunities that
7 we face carrying it out. We all recognize that we will be
8 having a significant administration change at the national
9 level in January. California has benefited and will
10 continue to benefit from the work of the Biden-Harris
11 administration to bring investments to clean the air and
12 fight climate change with the implementation of the IIJA
13 and the IRA.

14 And as Governor Newsom said yesterday, it is our
15 responsibility to uphold the rule of law and we will
16 continue to fill our obligations under the Clean Air Act
17 to protect Californians. Our goals are ambitious,
18 necessary, and deeply interrelated. I hope today's
19 meeting fosters an inclusive and action-oriented
20 discussion to identify concrete next steps we can take
21 together to accomplish these goals. Those next steps will
22 shape State and regional priorities, and more importantly
23 whether and how those priorities are implemented.

24 Now, I'd like to turn it over to Chair Guardino
25 to share his opening remarks.

1 CTC CHAIR GUARDINO: Thank you, Chair Randolph.
2 It is such a delight to come back together as we do twice
3 a year. Good morning to everyone in the audience and to
4 our Board members, fellow Commissioners, and Directors
5 Velasquez, Cliff, and Taylor. The California
6 Transportation Commission is delighted to join CARB and
7 HCD once again to discuss our shared policy goals and
8 collaborate -- and collaborative work efforts.

9 In particular, I'd like to welcome our newest
10 California Transportation Commissioners Zahirah Mann and
11 Jason Elliott. This is their first joint meeting of our
12 three organizations. As we draw toward the end of the
13 year, we approach a familiar and important undertaking at
14 the Commission, project evaluations for our Senate Bill 1
15 competitive transportation funding programs. Over the
16 next few months, our team will review project nominations,
17 and crucially we rely on CARB and HCD staff to help us
18 review project benefits relating to air quality, climate,
19 housing, equity, and land use.

20 This is the second cycle of SB 1 projects that
21 have been shaped by actions in the Climate Action Plan for
22 Transportation Infrastructure, or CAPTI. As you heard at
23 our joint meeting last November, we have made tremendous
24 strides implementing CAPTI, increasing our investments in
25 multimodal projects, and projects that reduce vehicle

1 miles traveled. I can't help but smile at Darwin and his
2 team for all the work they have done.

3 Projects like the I-405 Corridor Community Bus
4 Service Improvement Program in Los Angeles County is a
5 prime example of CAPTI in action, when we award 32 million
6 to this project, which will reduce greenhouse gases and
7 criteria pollutant emissions by procuring 75 electric
8 buses, bus boarding islands, and shelters, while providing
9 real-time transit service information. With more than \$1
10 billion available in the upcoming SB 1 funding cycle,
11 we're excited to make additional investments that make our
12 communities safer, promote equity, and support the economy
13 while helping our regional partners make progress towards
14 implementing their Regional Transportation Plans and
15 Sustainable Communities Strategies.

16 We look forward to today's discussion on how we
17 continue our strong partnerships as leaders in promoting
18 climate-friendly transportation and solutions with other
19 State, regional, and local transportation agencies, in
20 addition to the CAPTI update.

21 Once again, we're happy to share this space with
22 you. And as we look forward to today's discussions, I
23 just want to thank again our leader, our Executive
24 Director, Tanisha Taylor at the Commission and the amazing
25 team that she has serving our state.

1 Thank you.

2 CARB CHAIR RANDOLPH: Next, we'll hear opening
3 remarks from HCD Director Gustavo Velasquez.

4 HCD DIRECTOR VELASQUEZ: Good morning. Buenos
5 dia's. I want to express my appreciation to Chairwoman
6 Randolph and Chair Guardino and everyone that has joined
7 us here today from AR -- CARB and CTC. I want to say that
8 I've been coming to these meetings for about four years
9 and I do see the impact in our ability to achieve our
10 housing, transportation, and climate goals. We have a
11 very robust affordable housing pipeline at the moment,
12 more than 30,000 homes are being built as we speak just
13 with public assistance subsidy from the State Housing
14 Department, but thousands more have already been
15 completed, and they are welcoming new residents as we
16 speak.

17 I probably attend at least one grand opening
18 ceremony a week of our affordable housing projects. And
19 what I see is not just the volume of affordable housing
20 that is being built, I see in the majority of these
21 projects that are being built in infill sites, I see that
22 we are being built homes for the lowest income household
23 where it is largest shortage of housing in the state. I
24 see projects that are closing, the ratio, and income
25 divide that is persistent and prevalent in our state. I

1 see projects with closer proximity to the job services
2 amenities that residents need, which means we are lowering
3 vehicle miles traveled. I see projects that are in great
4 proximity to a bus stop with frequency and probably buses
5 that are using cleaner energy, or even better, projects
6 that have close proximity to efficient rail stops. I see
7 projects that are being built with less parking. We don't
8 love parking that much.

9 (Laughter).

10 HCD DIRECTOR VELASQUEZ: And if there is parking,
11 those parking slots have receptacles to charge EVs. I see
12 projects that are being built with green roofs and
13 sustainable building materials. I see these every week
14 when I attend these grand openings, which means that we
15 have successes in our State's efforts to build affordable
16 climate-smart housing that expand access to high
17 opportunity neighborhoods and quality transportation for
18 residents regardless of their economic status.

19 Now, I want to highlight quickly my opening
20 remarks, two other areas where we are making good
21 progress. Shortly after our April meeting, HCD published
22 a very important report. It's called *California's Housing*
23 *Future 2040*, which offers recommendations to the State
24 Legislature to strengthen the seven Regional Housing Needs
25 Allocations cycle, RHNA, to better meet housing production

1 equity and climate goals. Let's remember, by
2 incorporating factors such as housing, cost burden, and
3 overcrowding, and emphasizing the shared duty to further
4 fair housing, this sixth cycle, the cycle that we are
5 right now of RHNA targets resulted in a higher projected
6 housing need that more accurately reflected the depth of
7 California's housing crisis.

8 The RHNA cycles before this sixth cycle were not
9 very good, but when Governor Newsom took office, things
10 started to change. RHNA has evolved into a powerful
11 housing and climate tool. I continue to say this. I
12 believe RHNA is a credible important tool to lower
13 greenhouse gas emissions in our state. And that RHNA
14 targets unlocks new opportunity housing in high
15 opportunity neighborhoods in areas with quality transit.

16 Think about this. Today, 34 percent of the State
17 housing is located in high quality transit areas. But
18 thanks to the planning efforts of the current RHNA cycle,
19 nearly 60 percent of plan homes in our local housing
20 elements at inventory are now in high quality transit
21 areas with a greater share of low- and moderate-income
22 units. This will meet the state's housing needs and
23 reduce per capita VMT by 2030, and represents a
24 substantial contribution towards the Scoping Plan's goal
25 of 25 percent reduction in VMT below 2019 levels.

1 The second area I want to highlight is Executive
2 Order N-2-24, which Governor Newsom announced in July,
3 which directed State agencies to reduce costs, remove
4 barriers, unlock resources, and measure the climate
5 benefits of new infill housing. These efforts to increase
6 infill housing will help build vibrant down towns, with
7 housing near transportation hubs, and job centers creating
8 a more sustainable future.

9 Opportunity to leverage the progress that we have
10 made in removing barriers to new housing and forcing State
11 housing laws and unlocking the potential of publicly-owned
12 lands. We have two examples of great projects. On the
13 screen you can see the Mulberry Gardens Senior Apartments
14 here in Riverside. It's about 150 senior homes. That is
15 the first development to begin construction on excess
16 State land in Southern California. It's very important to
17 continue to make access surplus State land for affordable
18 housing. And the Mulberry Gardens Senior Apartments is a
19 great example of that.

20 Our second example is the Sugar Pine Village in
21 South Lake Tahoe, which, once completed, will provide 248
22 units for this community. Transform what was once vacant
23 State-owned land into affordable housing for families and
24 workers in the Tahoe region. Sugar Pine Village
25 exemplifies the type of project and vision under the

1 Governor's Executive Order by utilizing excess State sites
2 for affordable housing, connecting to regional public
3 transportation, and take it -- and taking advantage of
4 innovative modular construction to contend with the Tahoe
5 region's shorter building season.

6 So again, these are just a few examples of the
7 progress we're making in collaboration with you, your
8 organizations. And for that, I ask all of us to continue
9 to be bold in our efforts to leverage our investments into
10 policies and programs that deliver outcomes across our
11 diverse interest, clean transportation, housing, climate,
12 health, and equity, which are all interlinked. And we can
13 do and will continue to do more again to share our common
14 interest and better outcomes for the state.

15 Thank you.

16 CARB CHAIR RANDOLPH: Thank you. Appreciate
17 those remarks from both you.

18 Our first item today will be a brief update on
19 the progress that staff at our three agencies have made in
20 response to previous joint meeting discussions, as well as
21 other interagency coordination throughout the year. I
22 invite CARB's Executive Officer, Dr. Steven Cliff to give
23 the update.

24 Dr. Cliff.

25 (Slide presentation).

1 CARB EXECUTIVE OFFICER CLIFF: Thank you, Chair
2 Randolph. As the Chair mentioned, this report describes
3 the work that staff at our three agencies have conducted
4 between joint meetings. This includes an interagency
5 coordination on our various policies and programs, as well
6 as action items that are identified in direct response to
7 previous joint meeting discussions.

8 The work done by our staff between joint meetings
9 reflects the collaboration between our agencies to advance
10 our shared goals and is what makes these meetings
11 worthwhile.

12 [SLIDE CHANGE]

13 CARB EXECUTIVE OFFICER CLIFF: At our last joint
14 meeting on April 11, we heard from HCD, CTC, the Energy
15 Commission, and the Governor's Office of Business and
16 Economic Development on the State's planning and
17 investments to support the transition to zero-emission
18 freight, and the stakes for front-line communities and
19 fair housing. We also discussed the pipeline of
20 transportation projects that are scoped, designed, and
21 proposed for funding through regional and State
22 prioritization process.

23 The Association of Monterey Bay Area Governments
24 presented on prioritizing projects for their Regional
25 Transportation Plan and Caltrans presented on the Caltrans

1 System Investment Strategy, CSIS, a new strategy to align
2 Caltrans project prioritization with State climate goals.

3 We concluded the April 11 joint meeting with
4 several action items for staff based on the outcomes and
5 discussions from the meeting.

6 [SLIDE CHANGE]

7 CARB EXECUTIVE OFFICER CLIFF: Since our April
8 meeting, staff have made progress on several fronts.
9 First, it was requested that subsequent joint meetings
10 provide updates on the implementation of the work
11 highlighted in the sustainable freight and community
12 impacts items. We will begin to provide regular updates
13 at joint meetings in 2025.

14 Next, the April joint meeting found a need for
15 CARB, CTC, and HCD to collaborate with Caltrans to expand
16 land use resources in the implementation of CSIS. Staff
17 are coordinating with Caltrans on land use resources and
18 the process for the next updates of CSIS. We hope to hear
19 about the outcomes from Caltrans at a future meeting.

20 Lastly, the meeting also concluded with directing
21 staff to highlight transformative State programs and
22 investments that achieve multiple state climate, housing,
23 and transportation goals in response to this -- and in
24 response to this directive, today's meeting will include a
25 presentation by HCD on the Regional Early Action Planning

1 grants, or REAP 2.0.

2 [SLIDE CHANGE]

3 CARB EXECUTIVE OFFICER CLIFF: I will now give an
4 update on the other relevant interagency coordination
5 efforts.

6 [SLIDE CHANGE]

7 CARB EXECUTIVE OFFICER CLIFF: At the spring and
8 fall joint meetings in 2023, we heard from HCD on their
9 progress for developing California's Housing Future 2040
10 report on the next Regional House Needs Allocation, or
11 RHNA. On April 16 of this year, HCD published the final
12 report. The report provides recommendations to the
13 Legislature, including statutory changes and adjustments
14 to HCD processes in order to lay the groundwork for
15 creating future homes and detail -- and detail how to
16 strengthen alignments of -- alignment of RHNA with data,
17 processes, and timelines of Sustainable Communities
18 Strategies and Regional Transportation Plans.

19 Collectively, the RHNA modifications aim to more
20 accurately account for the housing needs of existing and
21 future residents promote and streamline housing
22 development, Affirmatively Further Fair Housing, advance
23 the State's climate goals, and substantially address
24 California's housing shortage.

25 [SLIDE CHANGE]

1 CARB EXECUTIVE OFFICER CLIFF: As Director
2 Velasquez mentioned on July 31st, Governor Newsom issued
3 Executive Order N-2-24, which directs State agencies to
4 implement a range of tasks intended to advance housing
5 production infill areas. The Executive Order seeks to
6 lower costs and increase options for infill housing and to
7 provide more tools and resources to do so. I know our
8 three agencies are very excited about this Executive Order
9 because infill housing is a key part of the solution to
10 our -- to address our agencies' goals.

11 Infill housing helps to reduce greenhouse gas
12 emissions by reducing vehicle miles traveled, avoids
13 conversion of natural and working lands to development,
14 creates more homes near jobs, schools, and opportunities,
15 and, in many cases, lowers energy and water demand from
16 the built environment.

17 I will highlight a couple of areas of work to
18 implement N-2-24, where our agencies will be working
19 together. One is to identify strategies to leverage
20 federal funding to promote housing decarbonization and
21 adaptive reuse implemented by the administration's Housing
22 and Decarbonization Working Group.

23 Another is the development of a framework for a
24 statewide mitigation bank that could use infill housing as
25 a strategy for mitigating the environmental impacts of

1 transportation and housing projects under CEQA. This item
2 will be implemented by a multi-agency task force convened
3 by the Governor's Office of Land Use and Climate
4 Innovation, formerly known as OPR.

5 We look forward to reporting out or diving into
6 to some of this work at future meetings.

7 [SLIDE CHANGE]

8 CARB EXECUTIVE OFFICER CLIFF: That concludes the
9 progress report on interagency coordination and I'll give
10 it back to you, Chair Randolph.

11 CARB CHAIR RANDOLPH: We will now do the next
12 presentation on our agenda and then will have public
13 comment and discussion.

14 So the next item on the agenda is item number 2,
15 State Initiatives to Align Climate, Housing, and
16 Transportation. Once again, if you are here with us in
17 the room and wish to comment, please fill out a
18 request-to-speak card as soon as possible and submit it to
19 a Board assistant. If you are joining us remotely and
20 wish to comment on this item, please click the raise-hand
21 button or dial star nine now. We will first call on
22 in-person commenters, followed by any remote commenters
23 when we get to the public comment portion of the item.

24 This item consists of three presentations that
25 each address a vital effort to align our work on climate,

1 housing, and transportation. First, CARB will present
2 data on California's progress toward implementing SB 375
3 or the Sustainable Communities and Climate Protection Act,
4 as required by SB 150. Recently, CARB updated the SB 150
5 dashboard with new data from 2020 to '22, which captures
6 the impact of the pandemic on key metrics, including
7 vehicle miles traveled, or VMT, greenhouse gas reductions,
8 and travel choices in each region.

9 The data shows that per capita VMT is still going
10 up, leading to more pollution and reflecting that
11 Californians still need to rely heavily on cars and travel
12 significant distances to get where they need to go.
13 Tracking these metrics is vital to identify issues in
14 implementing regional plans that aim to reduce greenhouse
15 gas emissions, promote sustainable development, promote
16 equity and racial justice, and improve the overall quality
17 of life for all Californians.

18 As indicated in the 2022 Scoping Plan, there is
19 an urgent need to reverse the overall trajectory of
20 increasing vehicle miles traveled to advance climate goals
21 and equity in California. Achieving carbon neutrality by
22 2045 requires changing land use and transportation
23 patterns by implementing Sustainable Communities
24 Strategies, successful implementation of those Sustainable
25 Communities Strategies requires actions by all levels of

1 government, including State, regional, and local entities.

2 The State is taking important steps toward
3 reducing vehicle miles traveled, which requires targeting
4 State funds more intentionally to projects that reduce
5 VMT. To describe those steps, the State Transportation
6 Agency is here today to present updates to California's
7 Climate Action Plan for Transportation Infrastructure, or
8 CAPTI.

9 CalSTA first adopted CAPTI three years ago to
10 align California's transportation spending with the VMT
11 reduction objectives of CARB's Scoping Plan. Two years
12 later, however, CalSTA's progress on CAPTI's
13 implementation found that there is more work to do. I'm
14 hopeful that today's presentation about updating CAPTI can
15 be a fruitful basis for exploring opportunities to
16 strengthen the actions the State is taking with an eye on
17 VMT reduction. Also, crucial to achieving our climate
18 goals are local and regional innovation, not only with
19 regard to transportation projects, but also in land use
20 and housing.

21 To that end, our final presentation will address
22 California's Regional Early Action Planning Grant Program
23 of 2021, or REAP 2.0. REAP 2.0 is a grant program
24 implemented by HCD and partner agencies, including CARB to
25 accelerate the production of infill housing and reduce

1 VMT. Two years ago, HCD gave a presentation at one of
2 these meetings describing their plan and vision for
3 implementing REAP 2.0.

4 Now, we have an opportunity to explore some of
5 the Program's early outcomes. Because REAP 2.0 recognizes
6 the inextricable links between our agencies' housing,
7 transportation, and climate goals. Exploring REAP's
8 outcomes can be a foundation for considering what else our
9 agencies can do to advance those shared goals.

10 I will now turn it over to staff for the
11 presentations.

12 (Slide presentation).

13 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
14 CHIEF KNECHT: All right. Thank you. And good morning,
15 everyone. My name is Carey Knecht. I am the Chief of the
16 Transportation and Land-use Planning Branch at the
17 California Air Resources Board, where I coordinate the SB
18 375 Program and other associated efforts.

19 All right. Next slide, please.

20 [SLIDE CHANGE]

21 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
22 CHIEF KNECHT: Today, I will share an update of progress
23 meeting the goals of SB 375 from CARB's SB 150 data
24 dashboard, including an overview of key transportation and
25 land use trends, as well as a few themes and challenges.

1 [SLIDE CHANGE]

2 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH

3 CHIEF KNECHT: Under SB 375, each of California's 18
4 Regional Metropolitan Planning Organizations, or MPOs,
5 creates a Sustainable Communities Strategy, or SCS, to
6 chart a path to meet the per capita regional greenhouse
7 gas emission reduction targets that have been set by CARB.

8 Under SB 150, CARB must submit a report to the
9 Legislature every four years. The report uses regional
10 and statewide metrics to assess progress on GHG emissions
11 and strategies to meet the targets. The report also
12 identifies best practices and challenges in achieving the
13 targets, and discusses the impact of recent State policies
14 and funding. CARB has completed two reports, one in 2018
15 and one in 2022.

16 [SLIDE CHANGE]

17 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH

18 CHIEF KNECHT: The most recent report examined greenhouse
19 gas emissions and over two dozen supporting metrics to
20 consider the progress being made. Its key conclusions
21 were that more focus is needed at every level of
22 government working in an aligned way to focus on
23 implementation of the elements of regional Sustainable
24 Communities Strategies that best help reduce vehicle miles
25 traveled.

1 The key drivers of change in these plans include
2 housing and land use strategies. To change transportation
3 patterns it greatly helps to change development patterns,
4 as well as pricing strategies, and increased investment
5 transportation options that reduce the need to drive.

6 These SCS plans represent the collective vision
7 of cities, transportation and transit agencies, and local
8 residents for meeting economic, equity, environmental,
9 housing, transportation, and public health goals. When
10 implementation falls behind, all of these important goals
11 are put at risk.

12 The report found that to make these a reality,
13 more aligned implementation efforts is needed across
14 State, regional, and local actions. Today, I am here to
15 provide a mid-term update with more recent data, but
16 spoiler alert, many of the original themes still remain
17 true.

18 [SLIDE CHANGE]

19 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
20 CHIEF KNECHT: To share updated data more frequently than
21 every four years, CARB has created an online data
22 dashboard where you can access this information yourself.
23 The dashboard includes six themes, passenger vehicle miles
24 traveled, or VMT, and GHG emissions per capita,
25 transportation choices and travel patterns, housing

1 choices, regional growth, accessible communities, and
2 investment in transportation choices and development.

3 Progress on these topics varies by region and
4 over time, as you can see for yourself online. There, you
5 can interact and visualize the data for all MPO regions
6 for about 18 metrics. Users can also download the data in
7 their preferred format, such as Excel or an image.

8 [SLIDE CHANGE]

9 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
10 CHIEF KNECHT: So let me begin now by sharing an update on
11 the passenger vehicles, or light-duty VMT and GHG, under
12 the SB 375 program, which are critical metrics to measure
13 progress in meeting regional greenhouse gas reduction
14 targets.

15 [SLIDE CHANGE]

16 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
17 CHIEF KNECHT: This chart shows the statewide per capita
18 light-duty in VMT, in yellow, and GHG emissions in
19 turquoise under SB 375, relative to 2005 levels.

20 SB 375 accounting here specifically excludes the
21 impact of State vehicle regulations adopted since 2009, to
22 ensure there's no double counting of reductions and to
23 focus in on vehicle travel trends. This chart gives us an
24 idea of how these have changed over the past few years.

25 We can observe that at the start of the COVID-19

1 pandemic, GHG and VMT per capita fell to 18 and 12 percent
2 below 2005 levels respectively. Data for 2021 and 2022
3 shows that they have rebounded since then, though they
4 have not quite reached pre-pandemic levels.

5 [SLIDE CHANGE]

6 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
7 CHIEF KNECHT: Next, I will discuss the trends in transit
8 ridership per capita, commute mode, and vehicle per
9 household.

10 [SLIDE CHANGE]

11 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
12 CHIEF KNECHT: This next slide shows how people travel to
13 work. The largest share in all years has been
14 single-occupancy vehicle travel, that turquoise part of
15 the bar there, and statewide commute mode shift -- split
16 remained relatively steady between 2010 and 2019. Then in
17 the early pandemic years, there was a more significant dip
18 in driver alone commuting, corresponding with a
19 substantial increase in the rate of working from home,
20 that diagonal striped line at the top.

21 In 2022, the statewide work-from-home mode share
22 decreased to 17 percent from its 22 percent peak in 2021,
23 but this is still higher than the pre-pandemic every of
24 five to six percent.

25 [SLIDE CHANGE]

1 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH

2 CHIEF KNECHT: This slide shows California's transit
3 ridership trends between 2005 and 2022. Until 2014,
4 transit ridership per capita stayed relatively flat with a
5 dip around 2009 corresponding with a budget crisis that
6 led to cuts in State transit funding. Transit ridership
7 started to trend downward again between 2014 and 2019, and
8 then dropped steeply in 2020. Starting in 2022, however,
9 per capita ridership began to rebound, but it is still far
10 below pre-pandemic levels.

11 [SLIDE CHANGE]

12 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH

13 CHIEF KNECHT: Turning now to vehicles per household,
14 higher vehicle ownership typically leads to higher VMT,
15 for instance, because of less household carpooling. This
16 slide shows the number of vehicles per household in all
17 MPO regions. The number of vehicles available per
18 household remained relatively steady round two vehicles
19 per household, trending slightly upward between 2015 and
20 2022.

21 [SLIDE CHANGE]

22 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH

23 CHIEF KNECHT: This next series of slides shows a series
24 of housing related metrics. Building enough homes in the
25 right places that are affordable to a broad range of

1 people is one key to reducing driving by making it easy
2 for people to live near where they go every day.

3 [SLIDE CHANGE]

4 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
5 CHIEF KNECHT: This slide illustrates new housing units
6 and the share that are multi-family in turquoise versus
7 single family in yellow. A more diverse mix of
8 multi-family and single family homes can support compact
9 neighborhoods with better access between homes, shopping,
10 and workplaces, with more of a mix of household incomes to
11 improve access to opportunity and with improved transit
12 service to reduce VMT.

13 As you can see, the number of housing units built
14 started to slow down in 2008 due to the economic
15 recession, and then has been gradually rising with a brief
16 drop in 2021. In recent years, the statewide trend also
17 shows an increase in the share of multi-family housing
18 units.

19 [SLIDE CHANGE]

20 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
21 CHIEF KNECHT: So is enough housing being permitted to
22 meet housing needs? To guide housing planning, every
23 regional receives a Regional Housing Needs, or RHNA,
24 determination by income level from HCD. This slide
25 compares housing permits that were issued in turquoise,

1 compared to those targets in yellow.

2 At the top of the chart, you see total housing
3 needs statewide relative to number of permits. As you can
4 see, total housing production is not meeting the need in
5 California.

6 Moving down the chart, we break down permits by
7 income category. When looking at the RHNA allocation by
8 income, you see that the above moderate income permitting
9 activity meets or exceeds the targets. However, we are
10 still falling short of our overall goal due to a slower
11 pace of permits for the lower income housing levels. And
12 this shortfall in housing particularly for low- and
13 moderate-income households will likely mean that people
14 have a harder time finding homes near where they want to
15 live, which translates in part to the need to drive more
16 than they otherwise would. And the significant impact
17 that this can have on both climate and equity shows how
18 important it is for local, regional, and State agencies to
19 work together to help implement these regional plans,
20 including the housing and land use strategies.

21 [SLIDE CHANGE]

22 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
23 CHIEF KNECHT: And unfortunately, what this means is that
24 as a state, we have not been able to bring down the
25 housing cost burden metric, at least not at this time.

1 This metric reflects the percentage of households that
2 spend more than 35 percent of their income on housing
3 costs. In 2022, 45 percent of households in California
4 spent more than 35 percent of their income on housing to
5 taking away from their ability to spend on other essential
6 needs and possibly reflecting the need to live further
7 from their daily destinations.

8 [SLIDE CHANGE]

9 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
10 CHIEF KNECHT: Returning now to the themes that we see,
11 these SCS plans are important and necessary, but alone
12 they are not sufficient. California needs a stronger
13 focus on implementation of the strategies that will reduce
14 vehicle miles traveled and achieve the other benefits
15 outlined in the regional SCSs. There must be more tools
16 to support this implementation. CAPTI and REAP 2.0, which
17 you will hear about next, are examples of the types of
18 efforts that can be helpful.

19 When plans are not implemented, all of the
20 benefits that they could have, saving people money and
21 time, reducing air pollution and energy use, and making it
22 easier for people to get to work to school, to the doctor,
23 those do not come to pass and many of these have important
24 implications for equity. Strategies to produce more
25 affordable housing and invest in alternative modes of

1 transportation, in ways that reduced the need to drive,
2 can also begin to address entrenched inequities
3 experienced by California's Black, Indigenous, people of
4 color, low income, and underprivileged communities.

5 We need to achieve better alignment across local,
6 regional, and State government entities so that we are all
7 working towards these same important goals.

8 [SLIDE CHANGE]

9 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
10 CHIEF KNECHT: With that, thank you. I'm looking to
11 forward to our discussion of CAPTI and REAP 2.0 as two
12 programs that could help support implementation to achieve
13 these SCS goals. And with that, I will hand the
14 microphone over to Mr. Moosavi.

15 (Slide presentation).

16 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so,
17 Carey for that presentation. And I think that is a really
18 good setup for the importance of the work we're doing on
19 CAPTI. Thank you so much for having me, Board members and
20 Commissioners. My name is Darwin Moosavi. I'm the Deputy
21 Secretary of Environmental Policy and Housing Coordination
22 at CalSTA. I'm really excited to be here and give you an
23 update on CAPTI today.

24 So before I get started, I did want to take a
25 moment to thank and acknowledge the various teams that

1 make the CAPTI work happen. So all of the agencies
2 represented here, HCD, CARB, and I think particularly of
3 note CTC and Caltrans, given their leadership role on some
4 of the actions, play a key role in making CAPTI happen and
5 the work that we do on our Climate Action Plan for
6 Transportation Infrastructure a reality. In particular, I
7 did want to note the presence of Marlon Flournoy, our
8 brand new Deputy for -- Deputy Director for Planning and
9 Modal Program at Caltrans. I think I might be the first
10 person who gets to introduce him with that title publicly.
11 So congratulations, to Marlon on his new role.

12 (Applause).

13 CalSTA DEPUTY SECRETARY MOOSAVI: Marlon won't be
14 presenting with me, but is here for questions on Caltrans
15 actions at the end when we get to that section, so thank
16 you for joining us, Marlon. With that, we can go into our
17 agenda.

18 Next slide, please.

19 [SLIDE CHANGE]

20 CalSTA DEPUTY SECRETARY MOOSAVI: All right. So
21 I'll start off with a quick overview and implementation
22 progress of where we are on CAPTI and then go into, you
23 know, what we see as what's next for CAPTI, and then give
24 some examples of what that might look like as we move
25 forward.

1 Next slide, please.

2 [SLIDE CHANGE]

3 CalSTA DEPUTY SECRETARY MOOSAVI: So just as a
4 reminder, I know we've presented at the joint meeting now
5 multiple times on this item, but for folks who might be
6 newer to the meeting or not have as much familiarity, I
7 just wanted to do a quick recap.

8 So the Climate Action Plan for Transportation
9 Infrastructure provides a holistic framework for aligning
10 our State infrastructure investments with climate, health,
11 and equity goals. It was born out of an Executive Order,
12 N-19-19, that the Governor signed in 2019 that asked our
13 agency to leverage State transportation investments to
14 help meet climate change goals. Well, we then underwent a
15 multi-year process to create this action plan implement
16 that Executive Order. It includes a set of guiding
17 principles as a division of where we're trying to go to
18 align our investments with climate change goals. And then
19 has a specific set of 34 actions in it to do so. That
20 plan was adopted in July of 2021 and we have spent our
21 time since implementing that plan.

22 [SLIDE CHANGE]

23 CalSTA DEPUTY SECRETARY MOOSAVI: In terms of
24 that implementation progress, you can see that we put out
25 an annual report in 2022 and then another one in 2023

1 showing our progress. We also worked with the Mineta
2 Transportation Institute to evaluate how that progress was
3 going. And we were able to actually implement all 34 of
4 those actions much faster than anticipated. So we're
5 really excited about that. We had had a three to seven
6 year timeline for implementation, but sitting three years
7 removed from the adoption of CAPTI. I'll give you a sneak
8 peek.

9 The next slide says --

10 [SLIDE CHANGE]

11 CalSTA DEPUTY SECRETARY MOOSAVI: -- that we
12 completed all 34 actions. So we're really excited for
13 that. I do want to note that completion of those actions
14 does not mean that the work on each of those topics is
15 done, but that the body of work that was described and
16 called for specifically by that language has been
17 completed. In terms of, you know, the work we see that
18 those 34 actions have achieved, the Mineta Transportation
19 Institute Mineta study -- next slide, please.

20 [SLIDE CHANGE]

21 CalSTA DEPUTY SECRETARY MOOSAVI: -- outlines
22 some of the progress we've made based on the
23 implementation of those actions. So on emissions, we see
24 that our transportation investments are resulting in a
25 smaller amount of greenhouse gas emissions and vehicle

1 miles traveled emitted from the suite of programs. The
2 nuance of those words is important, because the net is
3 still a positive increase of emissions of the suite of
4 investments, but the amount of emissions emitted is a
5 significant decrease. So the progress there, which you
6 can see in the Mineta Transportation Institute report in
7 detail on our website, is significant, in terms of the
8 amount of difference we saw cycle over cycle of our
9 investments, and moving towards closer to VMT and GHG
10 neutrality of our transportation emission -- or our
11 transportation investment.

12 On equity, we saw an increase in multimodal
13 project investments resulting in positive transportation
14 equity outcomes, particularly in disadvantaged
15 communities. So we were really excited to see -- to see
16 that in terms of our investments. And then all the while,
17 we were able to do this while maintaining job quantity and
18 job quality, based on our analysis in the pre- to
19 post-CAPTI timeline. So we've had various conversations
20 and speculation about what would this do for jobs? And
21 the change, in terms of those investments, was, you know,
22 within margins of error, in terms of what that looks like.

23 [SLIDE CHANGE]

24 CalSTA DEPUTY SECRETARY MOOSAVI: So that brings
25 us to today. So we've reflected on the progress we've

1 made. And as mentioned, we've made some significant
2 progress, but we know given all the data that Carey shared
3 that we have a long way to go to actually meet our climate
4 change goals on VMT reduction. So we thought it was
5 incumbent upon us to take our action plan and look at
6 what's next, now that we've completed those 34 actions and
7 chart a path forward for where we go from here.

8 [SLIDE CHANGE]

9 CalSTA DEPUTY SECRETARY MOOSAVI: So we have
10 committed to a update of CAPTI, which include a new set of
11 actions to further implement the existing CAPTI framework.
12 So we're -- at this point, we think the direction we're
13 going is working. We're seeing progress. We're not
14 interested in reevaluating the framework itself, but
15 thinking about what additional actions can we commit to to
16 implement that existing framework to further show
17 progress.

18 We have spent this year doing outreach to hear
19 from our stakeholders as to what that should look like,
20 what types of actions should we be committing to. The
21 spring of this year, we held a series of in-person and
22 virtual listening sessions with, I believe, over 400
23 participants across all of them -- all of those listening
24 sessions to analyze and -- or to create, I should say, a
25 short list of potential actions that were then analyzed

1 and brought back in workshops in September. So those
2 listening sessions people showed up with all kinds of
3 ideas in terms of what we should consider. I believe we
4 put together -- out of those notes, we had about 20 to 30
5 pages of notes and were able to decipher 150 to 200 or so
6 specific actionable items. We took all of that work and
7 thought through kind of feasibility and implementability
8 of that work, narrowed that list down to about I think
9 there were several dozen actions that we came back and
10 held a series of workshops in September.

11 We had an in-person workshop in the Central
12 Valley, as well as several virtual workshops in September
13 to receive feedback on that work and those set of specific
14 actions for consideration. And then from there, we took
15 that feedback and further refined those set of actions and
16 released last week on our website a detailed list of
17 actions and descriptions for public comment. And so this
18 is -- that detailed list is -- for folks who attended the
19 workshops, will look very familiar. There were several
20 actions and I'll walk through those here in a bit that
21 were dropped. There were actions that were changed based
22 on feedback. There were descriptions that were detailed
23 out based on feedback, but we did not introduce anything
24 new that was not presented at the workshops. It was kind
25 of iterative on what was presented at the workshop.

1 That is now available for public comment and our
2 stakeholders have until December 13th to provide written
3 public comment to us on that, and then use -- also using
4 this as a forum for comment as well.

5 The goal is to take that public comment and in
6 early 2025 release a final CAPTI that includes a set of
7 actions we're committing to based on the feedback that we
8 receive.

9 [SLIDE CHANGE]

10 CalSTA DEPUTY SECRETARY MOOSAVI: So in terms of
11 scope of actions that are under consideration, we are
12 considering actions around the awarding and programming of
13 statewide discretionary grants, and what I'd like to think
14 as everything that goes up to that point, right? So
15 statewide planning and coordination efforts that impact
16 those programs, project development and mitigation of
17 projects that compete in those discretionary programs. So
18 this is really around, you know, what I think people often
19 refer to as the transportation project pipeline for our
20 competitive grant program. And that's kind of the scope
21 of CAPTI as we look at what types of actions we can
22 consider.

23 [SLIDE CHANGE]

24 CalSTA DEPUTY SECRETARY MOOSAVI: One thing I'd
25 like to note about the scope of action is that previous

1 workstreams that we committed to in 2021 that are not
2 directly called out in our set of new actions are not
3 necessarily just going away. We continue to iterate on
4 that work and continue implementing that work. If it's
5 not specifically called out, it does not -- it basically
6 just means that we're not committing to a whole new body
7 of work in that space. But, for example, our CSIS tool
8 that we presented -- Caltrans has presented on here will
9 continue to be used, and iterated on, and worked on, even
10 if it's not called out as a new action. The equity index,
11 for example, that Caltrans also created will continue to
12 be used and implemented.

13 New actions that we plan to commit to are being
14 introduced in our actions and descriptions list. And all
15 of these actions are -- have a time frame of
16 implementation by the end of the administration. So we
17 really looked at that two-year time frame as the bounds of
18 what we can do and what we can commit to.

19 [SLIDE CHANGE]

20 CalSTA DEPUTY SECRETARY MOOSAVI: These actions
21 are being bucketed under four new CAPTI strategies based
22 on our listening sessions and the conversations we've had
23 with stakeholders, in terms of where folks would like to
24 focus. We have a set of actions around transforming the
25 future of the State highway system. So this is really

1 around -- you know, I know we often talk about the second
2 act -- strategy gets to this. We talk about the emissions
3 from our projects and mitigating those emissions, and
4 reducing those emissions. But at the same time, you know,
5 we need a positive and forward-looking vision for what
6 we're going to do. It's not just about reducing negative
7 impacts, but how do we build a world class transportation
8 system that meets the needs of Californians. So that's
9 what those set of actions are on. If you could go back to
10 the last slide, please.

11 The next strategy is on reducing greenhouse gas
12 impacts of transportation investments, so really getting
13 at that pipeline of existing projects, how do we continue
14 to lower emissions impacts from those projects. We have a
15 set of actions around delivering equitable outcomes. So
16 we had a lot of, what I call, really important process
17 equity work in CAPTI last time, establishing an Equity
18 Advisory Committee meeting, creating tools. Now, you
19 know, we hear from stakeholders that they, you know, want
20 us to really think about, all right, that's all great, how
21 does that really impact outcomes? What additional actions
22 can you do to tie the processes in place to changes on the
23 ground in our investments?

24 And then we have a bucket of actions around
25 improving transparency and accountability. And this is

1 answering to a call from our stakeholders to, you know,
2 really be able to articulate as -- and show as much of the
3 data as we can, as to what goes into our projects and, you
4 know, where we are, and to be able to kind of better
5 inform all of us as we make these decisions moving
6 forward.

7 [SLIDE CHANGE]

8 CalSTA DEPUTY SECRETARY MOOSAVI: So this next
9 slide has a lot on it. I struggled with how to articulate
10 to you all all the different actions in CAPTI. And I
11 found it very challenging to basically not tell you about
12 all of them under those four buckets. So this is --
13 essentially captures every single action in this new plan,
14 but in a condensed manner, so I'll try to move through
15 this pretty quickly.

16 Some of the actions we're considering include a
17 statewide express mobility action plan, which is
18 essentially a plan for the role of roadway pricing in the
19 state. This is distinct and different from the road user
20 charge, which would be a user-based fee. This is really
21 talking about what is the role of facilities-based
22 pricing, you know, things like toll lanes, and managed
23 lanes, all facility toll lanes, cordon pricing, et cetera,
24 in meeting our goals I know that's an item that has been
25 presented to here previously. Local and regional

1 governments are working on various bodies of work in
2 that -- in that space. We really want to make sure that
3 the State is taking a leadership role, particularly in
4 embedding equity and equity best practices in how folks
5 roll out those types of projects. So that is the goal of
6 that element.

7 Additionally, we have an action on a
8 comprehensive climate adaptation planning and delivery
9 framework and having Caltrans lay out a much more
10 comprehensive planning framework for how to incorporate
11 climate adaptation in our projects. As we work to reduce
12 emissions, we know climate impacts are here. We're seeing
13 a continued increase in the amount of expenditures to
14 emergency projects due to extreme weather events. And so
15 we want to take a much more comprehensive look at how we
16 address those impacts in our projects.

17 Next, a really exciting, I think, very
18 interagency item here is to establish, what we call, a
19 central delivery team to deliver zero-emission freight
20 projects. So this item in particular comes out of the SB
21 671 report that was presented I believe in April to this
22 body, and was a recommendation of that report that would
23 bring together the agencies here, particularly CARB and
24 CTC, Caltrans, CalSTA, as well as other relevant agencies
25 like CEC and GO-Biz, CPUC to work together to help deliver

1 zero-emission freight projects, given the cross-
2 coordination that's needed to do so across the -- those
3 agencies.

4 We have an action to improve VMT mitigation
5 through the establishment of banks and exchanges, and to
6 also improve our VMT analysis for rural projects. So the
7 VMT mitigation piece was mentioned earlier with Executive
8 Order N-2-24. We want to build on that. The VMT analysis
9 for rural projects piece is really around acknowledging
10 that VMT analysis that we have right now may not
11 necessarily work for rural projects that don't have a high
12 VMT impact. And so we want to reevaluate that and
13 essentially -- you know, we often talk about how one size
14 does not fit all in terms of how this stuff is applied to
15 the State -- around the State. So how do we really right
16 size what that VMT analysis looks like in -- for rural
17 projects and use existing research or any available new
18 research needed to bring that to fruition.

19 Next, and I will dive into this a little bit
20 further in a second, but we have a set of actions around
21 SB 1 Program guidelines to further incentivize VMT
22 mitigation, and to -- and reduction, and to improve
23 environmental justice considerations in those programs as
24 well. I will keep that brief, because I have some slides
25 that dive into that here in a second.

1 We have numerous actions around increasing
2 transparency and access through doing things like
3 improving our technical assistance to tribal governments,
4 improving public engagement for our largest source of
5 maintenance and operations dollars through the SHOPP, and
6 creating I project database, so our stakeholders and the
7 public can easily access, and search, and see what
8 projects are happening on the State highway system.

9 We want to create a displacement policy to avoid
10 housing takings in disadvantaged communities caused by
11 projects on the State highway system. We're very excited
12 about this potential action. You know, we often talk
13 about the impacts of transportation on communities, equity
14 impacts being something of the past, things like housing
15 takings. But those types of projects continue to still
16 happen, so how do we make sure that we're being incredibly
17 deliberate about when that happens and trying to avoid
18 those takings as much as we can.

19 We also as we -- as we think about the future of
20 CAPTI, as the administration enters its homestretch, are
21 interested in codifying the CAPTI guiding principles to
22 ensure that this work continues past the current
23 administration. And as we do all this work, I think it's
24 important to continue evaluating our progress to make sure
25 that we're continuing to move in the right direction. So

1 we want to commit to another study, much like the MTI
2 study we did earlier to evaluate these investments.

3 So I know that was a, lot. So thank you for
4 bearing with me.

5 [SLIDE CHANGE]

6 CalSTA DEPUTY SECRETARY MOOSAVI: And then we
7 have made some changes that I want to quickly acknowledge,
8 since the workshops, based on the feedback we got. So
9 there -- for folks who have been following this through
10 this year, there are various actions and changes, actions
11 that have been removed that were previously included. So
12 I wanted to acknowledge that. We had a commitment for a
13 transit policy action. That has been removed, because
14 that action is now in law. We have SB 960, which requires
15 a transit policy implementation. We're committed to
16 working with Caltrans and moving expeditiously to
17 implement SB 960, but do not see the need to kind of
18 further reiterate it here, as an implementation action,
19 given our existing commitment to that work. We
20 incorporated feedback to further clarify on actions tied
21 to the SB 1 program guidelines, based on feedback we got.
22 And we'll do a little bit more of that here today to talk
23 about how those actions would actually work and to provide
24 some flexibility in the implementation of those actions
25 based on feedback that we received.

1 We strengthened our displacement action language
2 based on feedback we received. We have removed several
3 actions on excess toll revenues, on a multimodal spending
4 target, on -- for CAPTI, and on reevaluating benefit cost
5 tools, because we got a lot of feedback from folks that
6 brought up, I think, a lot of real concerns about us not
7 being ready to really take on that work right now.

8 And then there's numerous other places where
9 feedback has been incorporated throughout the work in the
10 descriptions that you see on the actions, but these were
11 some of the major ones that I wanted to highlight.

12 [SLIDE CHANGE]

13 CalSTA DEPUTY SECRETARY MOOSAVI: So I wanted to
14 wrap up by, you know, taking a lot of this theoretical
15 work and making it a little bit more practical in terms
16 of, you know, how has our work changed, our business
17 practices and the results we're seeing on the ground, and
18 what can we expect going forward if we were to implement
19 the actions as proposed.

20 [SLIDE CHANGE]

21 CalSTA DEPUTY SECRETARY MOOSAVI: So, for
22 example, diving into some of those SB 1 rams I just
23 mentioned. For the Solutions for Congested Corridors
24 Program due to CAPTI, we saw that in Cycle 3, a large
25 uptick in the amount of multimodal investments in the

1 program. So 10 projects, all 10 projects, totaling over
2 half a billion dollars in Cycle 3 were multimodal, which
3 is up from four of seven in Cycle 2 and five of nine in
4 Cycle 1. The Eastbay Greenway Multimodal Project is
5 highlighted here as a good example of the types of
6 projects we're now seeing in Solutions for Congested
7 Corridors based on some of that change.

8 We also saw a major decrease in the amount of VMT
9 emitted from this Program. The Program overall was barely
10 VMT increasing, when you look at the total suite of
11 investments last round. So given that, we're proposing to
12 move it closer to VMT neutrality, but requiring that not
13 every single project component, but that applications
14 holistically think about a VMT neutral collection of
15 projects when they apply to the Program to help us move
16 that direction.

17 [SLIDE CHANGE]

18 CalSTA DEPUTY SECRETARY MOOSAVI: Next, on the
19 Trade Corridor Enhancement Program, we saw a major
20 increase in the zero emission -- amount of zero emission
21 vehicle infrastructure -- heavy-duty infrastructure in the
22 Program. We actually also saw -- surprisingly we didn't
23 necessarily expect this, but an increase in the amount of
24 active transportation improvements bundled with freight
25 improvements. And this was data that we found through our

1 Mineta Transportation Institute study. And I think this
2 was due to the increased focus on equity and environmental
3 justice and on essentially, you know, addressing community
4 impacts of projects. So where a freight had a community
5 impact on a project folks were really thinking about, you
6 know, if I'm doing a -- if I'm doing a grade separation
7 project, how do I ensure, for example, that there's that
8 active transportation connectivity.

9 Moving forward, we know that the Trade Corridor
10 Enhancement Program continues to be our largest source of
11 greenhouse gas emission and VMT emissions based on our
12 study of all the competitive programs. And so, you know,
13 that's where we wanted to put a finer focus to still
14 center freight benefits and freight projects as the core
15 goal of this program, but to try to mitigate specifically
16 for passenger vehicle VMT of these projects where we can.

17 Many of these projects per SB 743 are already
18 required to do that. Can we, in situations where we have
19 similarly competing projects further incentivize and give
20 a competitive advantage to projects that really take that
21 notion seriously to mitigate their VMT.

22 I also want to add a additional focus on
23 environmental justice burdens and impacts in the Program
24 moving forward.

25 [SLIDE CHANGE]

1 CalSTA DEPUTY SECRETARY MOOSAVI: And a final
2 example I wanted to give is on our work on reconnecting
3 communities and reducing displacement. So the Highways to
4 Boulevards Reconnecting Communities pilot program launched
5 due to its inclusion in CAPTI. We're really excited about
6 the \$75 million we've invested in -- or are investing in
7 three communities that we're working with hand in hand.
8 We developed an anti-displacement memo to try to address
9 displacement impacts in communities as well. We want to
10 continue this work. And so the displacement avoidance
11 policy that I mentioned early is really trying to build on
12 the successes we're seeing on these equity considerations
13 in our communities.

14 Next slide, please.

15 [SLIDE CHANGE]

16 CalSTA DEPUTY SECRETARY MOOSAVI: So thank you
17 for bearing with me through that fairly dense and fast
18 presentation. In terms of next steps and where we're go
19 from here, we, as mentioned, have a full set of draft
20 actions and descriptions available on public comment site.
21 (inaudible). We have about six-week window from its
22 release to collection.

23 And then -- thank you. And then in terms of
24 where we go from here, the final CAPTI update will be
25 released in early 2025. And we have our website listed

1 there for folks to direct public comment to, but really
2 excited to hear the dialogue here today and thank you
3 again for giving us the opportunity to present. And I
4 will go ahead and pass it to Sohab to present on REAP and
5 how that connects to this work.

6 HCD SENIOR POLICY MANAGER MEHMOOD: I can go
7 ahead and get started and -- with introductions while
8 they're pull up the presentation.

9 (Slide presentation).

10 HCD SENIOR POLICY MANAGER MEHMOOD: Oh, look at
11 that. There we go. Good morning, everyone and thank you
12 for having me here today. My name is Sohab Mehmood. I am
13 from the California Department of Housing and Community
14 Development, also known as HCD. I'm a Senior Policy
15 Manager and I work on a variety of projects at HCD,
16 including housing elements and most notably what we're
17 here to talk about today, which is the REAP 2.0 program.
18 I'm happy to provide an update on this program and share
19 some of the many successes that have come out of this
20 program.

21 Next slide, please.

22 [SLIDE CHANGE]

23 HCD SENIOR POLICY MANAGER MEHMOOD: To give a
24 quick overview -- to give a quick overview of the Program.
25 REAP 2.0 is a \$560 million grant program. Broadly, REAP

1 2.0 supports activities across the state that help create
2 additional homes near key destinations for all
3 Californians by supporting infill housing and
4 affordability production goals, by promoting inclusive and
5 equitable communities and reducing driving.

6 REAP 2.0 seeks to harmonize and meld multiple
7 State planning objectives, including housing, climate
8 change, land use, and transportation. To achieve that
9 goal of harmonization, REAP 2.0 is administered by four
10 State agencies, with HCD facilitating and leading this
11 group, the Governor's Office of Planning and Research,
12 OPR, although I heard there's a new name now, this
13 Strategic Growth Council, SGC, and the California Air
14 Resources Board, CARB.

15 REAP 2.0 funds are being used to integrate and
16 align multiple planning goals that accelerate infill
17 housing meet our RHNA targets, reduce vehicle miles
18 traveled, promote a variety of housing choices, and
19 affordability in high resource areas that are also near
20 transit and job centers, promote infill and infrastructure
21 investments near transit, while revitalizing concentrated
22 areas of poverty, and facilitating the implementation of
23 adopted regional and local plans, such as the region's
24 Sustainable Communities Strategies, SCS plans. REAP 2.0
25 was a flexible planning and implementation grant program

1 that strengthened partnership between the State, regions,
2 and local entities, while maintaining accountability to
3 the Program goals through reporting and other mechanisms.

4 Five hundred and sixty million dollars have been
5 invested to support these goals through planning and
6 implementation activities. Eligible applicants included
7 Metropolitan Planning Organizations, known as MPOs, rural
8 cities and counties that were not represented by an MPO,
9 and tribal entities.

10 Four hundred and eight million dollars was
11 allocated to MPOs. Thirty million dollars was invested to
12 higher impact transformative projects that made a strong
13 focus on investments in historically underserved areas,
14 and an additional \$30 million was invested in rural and
15 tribal communities.

16 Next slide, please.

17 [SLIDE CHANGE]

18 HCD SENIOR POLICY MANAGER MEHMOOD: Next slide,
19 please.

20 [SLIDE CHANGE]

21 HCD SENIOR POLICY MANAGER MEHMOOD: One of the
22 primary purposes of this program was to harmonize and
23 integrate our housing and climate goals, while accounting
24 for unique circumstances throughout the state, such as
25 differences between urban, rural, and tribal governments.

1 To address this, the Program made investments in a variety
2 of transformative projects throughout the state to help us
3 achieve these goals.

4 REAP 2.0 Program objectives require that each
5 proposed app -- use of funds and each applicant must
6 demonstrate a nexus to all three Program goals, including
7 infill development, reducing vehicle miles traveled, and
8 Affirmatively Furthering Fair Housing, known as AB 686,
9 while having a transformative nature and providing
10 significant beneficial impact to the region. All REAP 2.0
11 applications were required to satisfy these goals and
12 objectives, while demonstrating the nexus between housing
13 and climate change in ways that also advance equity and
14 improve underlying social vulnerabilities.

15 Through this Program, we were able to achieve
16 geographic equity by use -- utilizing various set-asides
17 for different entities, specifically \$30 million was
18 funded to tribal entities and rural counties throughout
19 the state.

20 While the Program did have 35 awardees, here are
21 some amazing and transformative projects that we would
22 like to highlight today. The first one is the Sacramento
23 Area Council of Governments, SACOG, also known as -- also
24 funded the Green Mean Goes Program, which corridor-wide
25 capital infrastructure investments for non-transportation

1 projects in green zones throughout the SACOG region.

2 [SLIDE CHANGE]

3 HCD SENIOR POLICY MANAGER MEHMOOD: The goal of
4 these investments is to provide improve -- is to improve
5 outdated infrastructure, remove barriers to infill
6 development, and support higher housing densities near
7 transit, resources, and services. This Program also aims
8 to reduce VMT per capita and utilize the land use
9 diversity index.

10 Another successful project was the Tulare County
11 Association of Governments, also known as TCAG, in the San
12 Joaquin Valley, which is -- was awarded to fund four
13 projects that will implement the first phase of the Cross
14 Valley Corridor Plan, which is the foundation of the
15 recently adopted Regional Transportation Plan and their
16 Sustainable Communities Strategy. These projects included
17 high density housing for very special needs populations,
18 sidewalks, transit stops, and a multimodal transit Center
19 Farmersville, along with a transit voucher program.

20 Another project included the City of Oakland,
21 which will be awarded \$10 million to invest in West
22 Oakland. Eight million dollars will support the Bay
23 Area's largest infill affordable housing project near the
24 Mandela station, specifically the \$8 million will go
25 towards supporting over 200 -- 2,000 housing units with

1 418 of those units being affordable, near transit.
2 Additional funds will be used for complete streets
3 improvements near BART stations.

4 And finally, under the tribal and rural
5 allocation of this Program, the Big Valley Band of Pomo
6 Indians was awarded \$5 million to undertake a
7 rancheria-wide master planning process for an infill
8 housing development site. The tribe will be using funds
9 for transportation improvements, including bus stops and
10 pedestrian paths.

11 Next slide, please.

12 [SLIDE CHANGE]

13 HCD SENIOR POLICY MANAGER MEHMOOD: I'd like to
14 reiterate how impactful and transformative this Program
15 was and will be in the future for the entire state.
16 Working on this program has met -- led to many successes
17 and lessons learned for the future on how to harmonize
18 housing and climate goals. To highlight some of the early
19 successes of the REAP 2.0 Program, in addition to the
20 examples we noted, within the tribal and rural set-aside
21 of \$30 million, nearly two-thirds of the awarded
22 applicants were tribes. This Program also provided an
23 opportunity for both federally and non-federally
24 recognized tribes to apply and receive State funding.
25 Some of these tribes were able to secure REAP funds as a

1 first ever award program from a State agency.

2 The MPO funds demonstrated and encouraged strong
3 partnerships with local governments and tribes in their
4 region. And REAP has provided several examples of
5 innovative projects across the state that can be served as
6 examples in case studies for future projects. While
7 implementing the REAP 2.0 program, we also learned many
8 other things, one, including the importance of and the
9 need for technical assistance to tribal and rural
10 applicants to access State funding. Second, collaboration
11 among partner agencies was crucial for the scoring in the
12 deliberation process of the award -- app -- awardees, with
13 that process being structured around equity, consistency
14 and the goals to achieve the best outcomes.

15 And lastly, the Program design should include
16 flexibility to allow for more successful applicants to
17 access State funds and promote statewide equity.

18 Next slide.

19 [SLIDE CHANGE]

20 HCD SENIOR POLICY MANAGER MEHMOOD: With that, I
21 will hand it off -- back to the panel. Thank you and feel
22 free to ask any questions.

23 CTC CHAIR GUARDINO: Sohab, that was excellent,
24 darwin, great job, carey, thank you, and for bringing it
25 all together as well.

1 I will, at this point, ask if there are comments
2 or questions on the dais by HCD, by CARB Commissioners,
3 CTC commissioners and then we'll open it up for people
4 first in the room. Thank you for traveling to be with us
5 or participating remotely. Thank you for participating
6 however you can.

7 But let's start on the dais. If people can
8 indicate to me -- I see a light on by CTC Commissioner
9 Eager and then by CARB Commissioner Guerra. And we'll
10 just -- we'll just go in the order that lights go on.

11 Lee Ann.

12 CTC COMMISSIONER EAGER: Yeah, thank you, and
13 thank all of you. That was great and certainly tying
14 things together is so important. My questions are for
15 you, Darwin on CAPTI. First of all, I want to thank you
16 all for holding the listening session in Fresno. I think
17 I probably was a broken record of me saying, you know,
18 there's about six million people that can't drive to San
19 Francisco and LA.

20 So that's great that you had it there. I --
21 after that meeting, I certainly got a lot of phone calls
22 from folks after they attended. Couple of questions that
23 I couldn't answer and maybe you can here. One is a VMT
24 neutral project. What does that look like? Is there one
25 that we can look at and say, oh, here's the perfect one

1 that we need to emulate as we move forward.

2 Maybe you can answer that one first and then I
3 have a follow-up after that.

4 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. Thank
5 you so much, Commissioner. And, yeah, it was -- thanks so
6 much for the suggestion of going down to Fresno to have
7 that meeting. We did, in our earlier listening sessions,
8 plan to go down there originally, but I believe due to
9 other conferences and whatnot, most people there preferred
10 to do virtual. So, glad we got to go down in September at
11 least to have that conversation. It was a really fruitful
12 one.

13 In terms of VMT neutrality, so what's important
14 here is the nuance of the language we're using in the
15 action is around VMT neutral applications. And an
16 application can go beyond just one specific project
17 component. So what we're looking at is essentially
18 applicants bringing together a suite of projects that
19 points to a VMT neutral set. So there's various ways that
20 they can -- they can show that. One of those is through
21 the comprehensive multimodal corridor plans that projects
22 and Solutions for Congested Corridors are required to be
23 involved in. So if they have a VMT neutral CMCP, as we
24 call it, then that project would qualify, or if they bring
25 together a project, for example, that is fully mitigating

1 it's VMT, it would be VMT neutral. So it's through SB
2 743. Or a project that just reduces VMT to begin with.
3 As we saw, most of the solutions for congested corridors
4 project do.

5 So the language is essentially meant to
6 incentivize and move highway capacity projects that might
7 have VMT impacts forward to think about mitigation or to
8 pairing their projects with other components that would
9 offset that VMT as part of their application. So that's
10 kind of the goal there. And programmatically we were
11 actually very close to that line in terms of our
12 investments.

13 I will say just more generally that the
14 descriptions for these actions are still fairly general on
15 purpose to create the flexibility for CTC through its
16 program guidelines process to hear from stakeholders to
17 think about what is the exact, you know, way and mechanism
18 to implement this in a way that's flexible and works for
19 the entire state of California.

20 CTC COMMISSIONER EAGER: So there's not
21 a specific calculation that somebody could put in and say,
22 oh, okay, if I do this, this, this is -- this is what that
23 means now where I'm VMT neutral.

24 CalSTA DEPUTY SECRETARY MOOSAVI: We have not --
25 again, you know, going back to that flexibility, we have

1 not signaled anything of that nature and are trying to
2 leave that flexible for CTC staff to determine, you know,
3 what is the appropriate way to determine. Is it more of
4 a -- is it a list of different mechanisms, is it
5 qualitative, is it purely quantitative, can you point to
6 an EIR or to a -- or to a -- with mitigation or to a
7 corridor plan that states something. Are there other
8 mechanisms that we want to be flexible in terms of what
9 that looks like.

10 CTC COMMISSIONER EAGER: I have a request then.
11 I know we would certainly appreciate it if you could come
12 back, or if your staff or whoever, and give this
13 presentation at our next CTC meeting, so that more people
14 can participate. It's going to be, you know, here in
15 Riverside again, but give that opportunity, after they've
16 had a chance to have this sink in and look at their
17 current plans, and say, oh man, you know, I'm just now
18 finishing -- you know, trying to apply CAPTI 1 to what it
19 is we're doing. Now, I'm going to have to redo this and
20 do CAPTI 2. So they're thinking those things through. So
21 it would be nice maybe if you could come back and do this
22 and then, you know, we can open it up to more people that
23 will be there for that meeting then. It's a suggestion.

24 CalSTA DEPUTY SECRETARY MOOSAVI: I'm happy to
25 take that back to my management and discuss. Just in

1 terms of this action in particular, you know, we did first
2 workshop this in our September workshop and had a public
3 comment that informed the flexibility of that action, and,
4 you know, during kind of this public comment that runs I
5 think right till right around that December CTC meeting.
6 Also, certainly happy to have conversations -- specific
7 conversations with folks, stakeholders who might want to
8 work through and think about, and have us really
9 understand, you know, particular projects that might run
10 into issues here. We've already had some of those
11 conversations but happy to continue having that and I'll
12 take that particular suggestion back to my management.

13 CTC COMMISSIONER EAGER: And I know they really
14 appreciate you looking at the analysis for VMT in rural
15 areas, and how what we've done in the past, we need to
16 rethink those on how we do that analysis based on urban
17 and rural. So thank you.

18 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you.

19 CTC CHAIR GUARDINO: Commissioner Eager, thank
20 you.

21 We're going to go to Commission Guerra and then
22 Commissioner Dr. Shaheen.

23 CARB BOARD MEMBER GUERRA: Great. Thank you very
24 much, Chair Guardino. First, I just wanted to thank the
25 staff for their collective work. What I hope to try to

1 get out of these meetings are -- these convenings is some
2 tangible work and obviously the cross-collaboration is a
3 by-product of that. But I'd actually like to see if -- a
4 pathway for this body to send a joint letter to the
5 Legislature on the REAP 2.0 to -- the one-time allocation
6 that's been moving forward every year. You know, the --
7 I'm very proud of the work that I've seen through this
8 Program that hits all three points, the quality of our
9 air, the need to improve our infrastructure, and
10 addressing the significant shortage of housing,
11 particularly in working class communities that have seen
12 lack of investment.

13 And I will, you know, one, recognize what I've
14 seen in our MPO, the Sacramento Area Council of
15 Governments, work with this program. That small amount of
16 money has unlocked the opportunity for more housing in
17 areas that are not your central city, that are close to
18 stadiums, or theaters, or people are looking for
19 revitalization. And what's so powerful about is -- and --
20 is it recognizes that most of the time you don't see
21 investments in these communities because of the old
22 infrastructure, the old public works. And we require
23 anybody who's going to build housing to take care of all
24 of the infrastructure the sewer, water, electrical, and
25 intersection or even redoing driveways for one project

1 that may be 50 to 100 units. So nobody -- so it's always
2 this who's going to take the first bite. Nobody wants to
3 jump in on that.

4 But this little bit of money, this focused amount
5 of money allows us, and we've seen it unlocks a lot of
6 vacant parcels, a lot vacant buildings, commercial
7 corridors, that as our cities and counties continue to
8 age, that infrastructure is aging and only becoming a
9 higher cost burden. So not only is it public -- good
10 public works jobs that go into fill in to works that
11 needed the public infrastructure, but it provides a
12 benefit to ratepayers when we look at how we're going to
13 pay for our work over there.

14 So I'd like to see something tangible coming out.
15 And I think at least either one, if -- through our
16 respective requirements to report to the Legislature or
17 through this body we can have a direct statement coming
18 out about the successes of this program, because it is a
19 one-time program, and how, you know, we can hit multiple
20 targets and maximize the benefits.

21 So those are my -- you asked for questions. I
22 had no questions, because it was a great presentation, but
23 more comments. And I think what can we actually perceive
24 to push further on that.

25 I did only have one concern on the CAPTI, and

1 that's the codifying of the guidelines. The challenges of
2 that are -- particularly this. I think we have 30 new
3 legislators this -- that are coming in. That I worry
4 about if we -- you know, when you put it in statute, it
5 may take years to come back to course correct. So I think
6 with the three agencies work here, we have an ability to
7 do that. So those are just my comments.

8 Thank you, Mr. Chair.

9 CTC CHAIR GUARDINO: Thank yo. And perhaps, we
10 can direct our staff leadership of our three organizations
11 to explore that. Great. Thank you.

12 We're going to go to Dr. Shaheen and then
13 Commissioner Balmes and then Commissioner Cruz. Also in
14 the queue is Commissioner Elliott participating remotely,
15 and Commissioner De La Torre. And Commissioner Hurt, did
16 I see yours as well?

17 Okay. No. No. Okay. But I'll put Commissioner
18 Hurt in the queue.

19 Dr. Shaheen.

20 CARB BOARD MEMBER SHAHEEN: Thanks so much Chair
21 Guardino. So first, I wanted to just acknowledge the hard
22 work of all of our speakers. So thank you, Carey, Darwin,
23 and Sohab. I have a couple of points, but Carey I'd like
24 to start with you. Just in terms of some observations
25 that I shared with you in terms of trends that we're

1 seeing in VMT as we come out of the pandemic. So my
2 question is around with our upcoming 2026 SB 150 report,
3 what we're thinking about what we're seeing in terms of
4 work from home, which, you know, has been an ongoing
5 strategy that we've tried to stand up, and then with the
6 pandemic created this unexpected opportunity for that to
7 really become a mechanism that could really reduce VMT.

8 But as you noted in slide 9, that trend seems to
9 be reversing a bit. And I was wondering, you know, what
10 we could potentially do to ensure that we don't lose more
11 ground on work from home as a potential strategy and what
12 your thoughts are on what we can do in that space working
13 with other agencies and local governments.

14 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
15 CHIEF KNECHT: Well, thank you for that question. I think
16 as you -- as you point out and as noted in the slide, the
17 working from home really did make a key difference, in
18 that the drive alone commuting and was part of presumably
19 the VMT reduction that we saw there. In terms of what we
20 can do specifically, I think that's a great question.
21 Each of the -- of course, every region in creating it's
22 Sustainable Communities Strategy, many regions have looked
23 at different approaches to this. Sometimes it shows up as
24 a -- you know, an exogenous variable, but some regions are
25 actually looking at specific strategies that they could

1 undertake.

2 And as part of updating the SB 150 report, we
3 look at, you know, among the different things that the
4 legislation directs us to look at, it does direct us to
5 look at best practices. So we could focus in on that
6 and -- as we think about best practices as an area to try
7 to seek some out.

8 I guess the only other thing I would say this is
9 definitely an area of interest for CARB. We are doing
10 some research into the dynamics around working from home,
11 including is there a rebound effect in terms of people who
12 are -- they -- maybe they didn't go to the office that
13 day, but they still need to stop by the drugstore. So now
14 that's a separate trip. So, as part of that research, I
15 think we'll understand the dynamics a lot better as well.

16 CARB BOARD MEMBER SHAHEEN: Yeah. I would love
17 to hear more about that. I recall in a briefing, you
18 discussing that SACOG may be really examining work from
19 home as a strategy to quantify and include, so I'd be ver
20 interested in hearing more about that, along with the
21 rebound effects, also the implications of this for public
22 transit use, right.

23 So I would like to turn my attention to Darwin.
24 I really took away a major theme from your presentation is
25 a focus on implementation and action. And I think that is

1 really needed in this state, particularly on this issue.
2 You know, I think we've got a lot of opportunity and other
3 mechanisms than work from home. We have pricing
4 strategies which you well mentioned, so I was delighted to
5 hear about a focus on managed lanes. Cordon pricing a
6 little sensitive here in the U.S. at this point, right?

7 But I think the idea of really focusing on
8 funding of projects is a really great one. And I'd just
9 like to hear more about the scoring bridging. I know we
10 spent a fair amount of time on that. I peppered Marlon
11 with several questions. I think this idea of scoring our
12 projects for funding, but also having data transparency is
13 exceptionally important. And I know some of that may be
14 falls into our sister agencies to take a role on that, but
15 I would really love to hear more about transparency and
16 how we prioritize funding, because how do we prioritize
17 and how do we operationalize it in a way that's
18 transparent?

19 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
20 much for that, Dr. Shaheen. In terms of the, you know,
21 how funding is prioritized and the mechanisms used and the
22 transparency for that, it's -- all the details of it are
23 pretty long and complicated conversation, but, you know,
24 some of the tools that you may be aware of, we have the
25 CSIS, the Caltrans System Investment Strategy that

1 prioritize how Caltrans is making nominations for SB 1
2 programs. There's already, you know, separate from CAPTI,
3 I think an incredibly thoughtful and transparent approach
4 by CTC on how SB 1 program decisions are made, which is
5 influenced by some of the CAPTI actions, such as the ones
6 where we're incentivizing further reduction of VMT that
7 will go into that process.

8 And then, you know, some of the actions we have
9 here are also about additional transparency on what those
10 projects are that can even compete through creating like a
11 database, for example.

12 So, I know that's a fairly kind of general
13 response, but, you know, we are looking at kind of all the
14 different angles, qualitative and quantitative tools in
15 terms of how we can bring and shed more light into what's
16 out there to compete, how it's competing, why it's
17 competing in that way as kind of like at all steps of the
18 process.

19 CARB BOARD MEMBER SHAHEEN: Wonderful.

20 I would just love to maybe hear more from CTC
21 staff in the future about guidelines and from Caltrans on
22 weight criteria and prioritization, as well as that
23 database.

24 And final question. I know Darwin you know this
25 is an area that's near and dear to my heart. But I was

1 really delighted to see the recommendation for VMT
2 mitigation and having a bank and an exchange. And I also
3 noted that you said that you really wanted to focus on
4 action and implementation by 2026. So how far do you
5 think we can get in terms of implementation or thinking
6 about how to stand up a mitigation bank and exchange?

7 CalSTA DEPUTY SECRETARY MOOSAVI: That is a very,
8 very good question. You know, I think -- so the action we
9 have written is building off of our action we had last
10 time, which was to explore the idea. And now we're
11 committing to working towards implementation. In terms of
12 how far we can get, I want to be, you know, really
13 cautious in terms of overpromising on that. The Executive
14 Order on N-2-24, the Governor's Executive Officer on
15 infill, puts the new Office of Land Use and Climate
16 Innovation, formerly OPR, in charge of creating a task
17 force to really lead on this. We're reiterating kind of
18 that commitment here in CAPTI and adding some elements in
19 our language here to talk about also the role of
20 regional -- supporting regional banks, if regions were to
21 pursue that.

22 So I think there's various pieces of
23 implementation happening right now in terms of at a
24 regional level. And so we want to support and lift that
25 up. And Caltrans is already doing some of that. I know

1 agencies like LA Metro, for example, are exploring kind of
2 regional and local concepts. We have other folks around
3 the state that are interested in doing the same.

4 And then in terms of a statewide implementation
5 piece, whether that's a bank, or an exchange, or something
6 different, we want to be able to fill in the gaps to allow
7 this mechanism to be used by folks beyond the regions that
8 have the capacity to do something on their own, which is
9 why we're really thinking about that statewide approach.
10 The timeline and what that looks like I think is a little
11 bit up in the air just based on just being so early in its
12 infancy and then those regional approaches, I think,
13 starting to be a little bit of a test bed to really
14 understand what this look like.

15 So I think in two years it would not be
16 surprising to me to have examples to point to as, you
17 know, exchanges or banks start to formulate. But, you
18 know, beyond that, I think our biggest commitment here is
19 just to continue lifting up those workstreams as they come
20 online, engaging in the task force that's going to be
21 created and seeing how far we can get.

22 CARB BOARD MEMBER SHAHEEN: All right. Well,
23 keep up the great work. Really delighted to see so much
24 innovation interjected into the second round on CAPTI.

25 Thank you.

1 CARB CHAIR RANDOLPH: Dr. Balmes.

2 CARB BOARD MEMBER BALMES: Thank you, Chair
3 Randolph. And I want to add my thanks to the presenters.
4 Those were really very informative and clearly articulated
5 presentations.

6 So I guess my first question/comment is to Carey.
7 You know, I'm the longest serving Board member. I've been
8 on since 2008 and we've been talking about VMT reduction
9 the whole time that I've been a Board member. And it's
10 really distressing to me to see that, you know, on slide
11 seven that we're practically back to pre-pandemic levels
12 of VMT.

13 And I just want to stress for the public, because
14 I think staff knows this, that, you know, to meet our
15 climate change goals in -- articulated in the Scoping
16 Plan, we need to reduce VMT as well as move towards
17 greater zero-emission vehicles. There's -- a lot of
18 people think because we're, you know, electrifying our
19 passenger fleet -- and I'm very proud of what we've done.
20 We've got to do more, but we've made good progress, that
21 that, you know, eliminates the concern for VMT reduction,
22 but it doesn't. And there's an equity issue right off,
23 which is that, you know, colleagues at Berkeley, both in
24 Dr. Shaheen's department and my school of public health -
25 it's a collaborative effort - have shown that it's

1 actually passenger cars that every bit as important as the
2 heavy-duty vehicles that we've been focused on, in terms
3 of the disproportionate burden of exposures to harmful
4 pollutants, and that also means greenhouse gas emissions.

5 So I guess my question to Carey is, you've showed
6 how bad the situation is, what can we do together to, you
7 know, start really seeing some VMT reductions?

8 Yeah, I just need some bullet points here. Make
9 me feel better.

10 (Laughter).

11 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
12 CHIEF KNECHT: Let me give you a quick action plan.

13 No. Thank you for the question and for making
14 that point. I think it is -- it is really true that, you
15 know, it's a stubborn metric. It is not moving and I
16 share your concern about that. So I appreciate it. I
17 think one of the key themes that we highlight in multiple
18 documents is the need -- really what we're all here today
19 to talk about to better align transportation, housing, and
20 climate programs and policies. And I think that's why
21 these joint meetings are so valuable.

22 CAPTI and REAP, of course, are both examples of
23 initiatives this State is implementing to align State
24 goals in a way that would support implementation of SCSs
25 and help achieve these VMT reductions. The Governor's

1 Executive Order is -- on infill housing as we've been
2 discussing today also calls on State agencies to take
3 actions to support infill housing, but, of course, more
4 must be done, as you point out.

5 And in both the 2022 SB 150 report and Scoping
6 Plan, CARB has identified a number of important strategies
7 that State, regional and local governments could partner
8 on. Some of the big-ticket strategies that we identify
9 include equitable road pricing, fostering development,
10 particularly housing, particularly affordable housing, in
11 infill areas to reduce the need to drive, and prioritizing
12 funding on housing and transportation projects that also
13 reduce the need to drive.

14 And since there's never enough money to fund all
15 projects. It's important that we think about how to --
16 the State can spend its limited resources on the best
17 projects. So those are a few thoughts, but I think
18 there's -- it's going to be a conversation that we'll
19 continue, so...

20 CARB CHAIR RANDOLPH: Thank you.

21 CARB BOARD MEMBER BALMES: Thank you. I have one
22 more question, if I might, for Darwin. So I really agree
23 with Dr. Shaheen. It's nice to see some innovative
24 thinking that hopefully will lead to some VMT reduction.
25 But there's one, you know, program in particular, you

1 know, the Solutions for Congested, SCCP, you know, it
2 sounds like there's going to be new emphasis on VMT
3 reductions or at least neutrality for projects, but it's
4 for the total of the projects funded under SCCP. And I
5 guess I'm concerned that, you know, one or two really big
6 projects that make a difference in that regard will, you
7 know, kind of outweigh individual projects that might
8 really have impacts on communities, for example. It seems
9 to me that it might be better to do it project by project
10 as opposed to the total amount of projects. If you could
11 comment about that.

12 CalSTA DEPUTY SECRETARY MOOSAVI: Yeah. Thank
13 you, Doctor, for your -- for the question. Just a couple
14 of clarifications about that Program. So right now, due
15 to the last round of CAPTI, that SCCP Program actually
16 does have a focus on VMT reduction. There's criteria in
17 there that makes projects that reduce VMT more competitive
18 than ones that don't. What we're we proposing here is to
19 take that a step further and say, you know, right now
20 you're competitive -- more competitive if you reduce, but
21 you can still increase and be competitive based on what
22 the pool of projects look like.

23 So can we, for that kind of upper end of what
24 those projects look like in terms of VMT increases, really
25 try to move those projects towards VMT neutrality? And

1 we're doing that, not at a programmatic level, but what
2 we're suggesting is at the application level, which I view
3 kind of in between a specific project level and a program
4 level. So an application can be a partnership between
5 various projects, but the VMT neutrality requirement that
6 we're proposing would be for every single application that
7 is -- that is submitted. So I hope that helps clarify.

8 CARB BOARD MEMBER BALMES: That does. Thank you,
9 Darwin.

10 CARB CHAIR RANDOLPH: Okay. Mr. Cruz.

11 CTC COMMISSIONER CRUZ: Thank you very much. I
12 appreciate the presentation. A lot of really good
13 information as it relates to the GHG reduction to VMT. I
14 also want to speak to the REAP 2.0, as my colleagues spoke
15 to the benefits in Sacramento specifically. You know, the
16 best way, in my opinion, to really reduce VMT is to build
17 infill housing. Attract people back into communities,
18 that are older just by nature to make investments to
19 infrastructure, sewer, water, to attract private
20 investment. And this is a really good program. And I,
21 you know, commend you for your work and hopefully we can
22 build on some successes that we've seen thus far.

23 VMT. Obviously, as a Commissioner, one of our
24 challenges now is we have seen cost escalation in larger
25 projects, not just because of the VMT reduction goals, but

1 all the way around, be it material costs, just design
2 costs, changes just midstream in projects, but has there
3 really been a deep dive as far as a cost analysis of what
4 it costs for some of these bigger projects to reduce their
5 VMT and how it would affect those projects funding in the
6 cycles?

7 And then as it relates to freight and safety
8 projects, how does some shifts in some of the programs
9 affect those projects specifically and how can we
10 incorporate those VMT reduction goals without sacrificing
11 the competitiveness of those projects in those areas, as
12 it relates to freight and safety.

13 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,
14 Commissioner, for those questions. In terms of kind of
15 cost impacts. So, you know, VMT -- VMT mitigation for a
16 project that might need it certainly can be costly. In
17 terms of, you know, like a detailed analysis of -- you
18 know, I'm not aware of a full comprehensive analysis. I
19 know there was a bill that was just passed -- the number
20 is escaping my head. I think it's SB 768. Thank you --
21 that would require HCD to lead a analysis that will
22 include that mitigation. So that's something that -- to
23 keep an eye out for, but we're certainly on a
24 project-by-project level very involved in and Caltrans is
25 very involved in on the transportation side, thinking

1 about cost-effective mitigation for these project.

2 Oftentimes, the mitigation ends up being
3 transportation investments or other investments that a
4 community or even a particular agency is also looking to
5 accomplish. So although, it may feel like a direct burden
6 to that particular project, it is collectively bringing
7 forward or moving forward another project that that same
8 agency may have wanted to fund anyway. So there's some
9 co-benefits there, but it's something that we're also, you
10 know, interested in and looking into. And hopefully that
11 report will shed further light on that as well.

12 In terms of kind of VMT metrics and impacts on
13 freight and safety projects, I think particularly taking
14 the example of the Trade Corridor Enhancement Program, I
15 think one really important thing to note about how we
16 envision that criteria to play out is that there are
17 existing criteria and considerations in that program
18 around air quality considerations and whatnot, and we
19 would like the VMT mitigation component to build off of
20 that.

21 That -- the way that program is structured, that
22 criteria does not supercede or in anyway outweigh the core
23 goals and requirements of the program for the project to
24 meet and show freight benefits. And so what we're really
25 talking about is in a situation where you have within a

1 region projects that are -- that would otherwise be fairly
2 equally competitive if one is showing a strong effort to
3 reduce its VMT, you know, can that project get a
4 competitive edge over one that is -- that is not, but has
5 similar benefits.

6 So in terms of the specifics and details of
7 those -- of the mechanisms around that, I don't want to
8 step on the toes of CTC staff, and the guidelines process,
9 and the -- that process to really think about how to put
10 this into the guidelines, but that's at least how we've
11 been thinking about it and envisioning this really working
12 in this program. So hopefully that helps.

13 CTC COMMISSIONER CRUZ: Thank you, Darwin. I
14 appreciate your depth of knowledge on these issues. It's
15 really helpful. Thanks.

16 CARB CHAIR RANDOLPH: Thank you.

17 Mr. Elliott.

18 CTC COMMISSIONER ELLIOTT: Hi. Good morning. I
19 hope you can hear me there in the room. I'm sorry I can't
20 be there with you in person. And thank you, Chair
21 Randolph for acknowledging me. My question is -- and
22 since I put myself in queue, this has been discussed a
23 little bit, so I'll narrow my question. It's I think
24 mostly actually to CARB staff, and I'm looking at the
25 governor's executive Order that's been addressed in the

1 last couple of Commissioner questions, specifically item
2 number 4B, which tasks CARB with BCSH - so I guess there's
3 representation in the room there as well - to start to
4 contemplate metrics to assess the climate and environment
5 benefits of infill housing. And I think this has been
6 echo by the previous two Commissioners who have asked
7 questions before me.

8 It's really good and really important to think
9 about mitigations to VMT and how we can
10 achieve cost-effective mitigation and what VMT neutrality
11 looks like once it's properly mitigated. I guess I'm sort
12 of asking this question from the other direction, which is
13 if infill housing has a climate -- net climate benefit as
14 established by the work that CARB may do, that is, in
15 itself, some sort of mitigation in a way and it actually
16 requires less mitigation, because you could quantify the
17 environmental benefit of that housing -- so I'm
18 wondering -- I know this Executive Order was just issued,
19 so there won't be any work product against this, but I'm
20 wondering if CARB, and HCD, or BCHS could speak a little
21 bit to what the workstream is ahead of us to address that
22 part of the Executive Order. That's my question. Thank
23 you very much.

24 CARB EXECUTIVE OFFICER CLIFF: And can I ask
25 Chanell Fletcher, if you're on, maybe you can address that

1 question?

2 CARB DEPUTY EXECUTIVE OFFICER FLETCHER: Sure, I
3 can definitely start. And for those who are in the Room
4 that I haven't met. My name is Chanell Fletcher. I'm the
5 Deputy Executive Officer of Equity Communities and
6 Environmental Justice with the California Air Resources
7 Board. I am so sorry that I can't be there in person, but
8 glad to be here virtually. So I will say that there are
9 several kind of parts to this Executive Order. I
10 appreciate you kind of acknowledging that. Specifically,
11 for CARB's part, I do want to what acknowledge right now
12 it's kind of a work in progress.

13 So we're doing a few things on this front, really
14 thinking about the question that you've asked. We're
15 surveying existing literature searching for those key
16 metrics. We're developing a contract to really assist us
17 in this effort and we're also partnering closely with key
18 agencies to help us inform the work that we're doing. So
19 we're really building on some of our ongoing conversations
20 with HCD about the trends and the data.

21 I do know that Carey Knecht has been one of our
22 leads on this, and she is in the room, so I'm happy to
23 have Carey share a little bit more, if that didn't answer
24 the question that you were asking. But that's kind of
25 general overview, right, and that right now, it's a little

1 bit of a work in progress right now.

2 CTC COMMISSIONER ELLIOTT: Thanks, Ms. Fletcher.
3 Yeah, if anyone else has anything to add, I'd appreciate
4 any further updates. Thank you.

5 HCD DIRECTOR VELASQUEZ: I can -- yeah, I can add
6 something here, because not also Commissioner Elliott but
7 Commissioner Cruz also spoke about housing costs. So SB
8 768, which Darwin mentioned, we are very excited at HCD
9 take on that analysis. As you know, there are a number of
10 great bills that the Governor signed into law recently,
11 and we are actually in the process of securing the funding
12 needed to conduct the analysis.

13 But let me say this, this is -- this is a study
14 that will look into VMT mitigation and the relationship
15 with how housing development cost is increasing. And that
16 is why HCD, I believe, was charged with leading this
17 study. I believe that SB 743 was meant to disincentivize
18 sprawl, but not necessarily rural housing. So we need to
19 distinguish rural housing need from sprawl. And to the
20 extent that we can see the connection between VMT
21 mitigation and housing development cost increase, we can
22 also distinguish the difference between rural housing that
23 is being built in infill, and things that we need to do to
24 promote that versus sprawl.

25 And so that is why HCD is looking forward to

1 conduct this study once the budget is secured to get
2 started. And we will do this as fast as we can, because
3 this is a very important topic that -- that we are
4 interested in seeing the relationship between cost and VMT
5 mitigation.

6 CalSTA DEPUTY SECRETARY MOOSAVI: And if I could
7 further add to -- tangential to Commissioner Elliott's
8 point. Another point of that Executive Order asks
9 Caltrans to really look at housing as a mitigation
10 strategy for transportation projects. And Caltrans just
11 released, I believe a week ago, its updated SB 743
12 guidance for public comment, which is open right now, and
13 in that outlines kind of initial and early steps for how
14 the Department can really think about within the existing
15 kind of legal bounds and frameworks of where it might be
16 possible to think about housing as a mitigation strategy
17 for transportation projects also. I wanted to add that
18 linkage.

19 CARB CHAIR RANDOLPH: Okay.

20 CTC COMMISSIONER ELLIOTT: Thanks, Darwin. I
21 think that's --

22 CARB CHAIR RANDOLPH: Oh, sorry. Go ahead.

23 CTC COMMISSIONER ELLIOTT: -- that's an important
24 point. Oh, sorry. Sorry.

25 It's an important point. I think, you know, we

1 talk a lot about VMT mitigation, so you have to mitigate a
2 bad thing by doing other things. I think really trying to
3 steer this particular subquestion to not think about VMT
4 as something that needed to be mitigated, but VMT is
5 something that should not actually be created at all by
6 establishing infill housing, which then obviously, from my
7 perspective as a Transportation Commissioner then demands
8 a lot less of certain kinds of investment and a lot more
9 of other kinds of investment. A lot less of big broader
10 highways and lot more of active transportation and public
11 transit.

12 But one has to follow the other, meaning if we
13 want people to use more transit and more active
14 transportation, we all collectively need to work to create
15 housing opportunities for them more adjacent to those
16 active transportation and public transit projects. So
17 really thinking about housing as a positive, not something
18 that just needs to be mitigated, because you mitigate bad
19 things, but in this case, can infill housing be really
20 seen as a good thing for our climate and transportation
21 funding objectives?

22 So I appreciate the answers that all three of the
23 agencies gave and I hope, as we continue with these joint
24 meetings, I'm going to continue to return to this
25 question. So I hope to be able to receive updates on this

1 moving forward.

2 Thank you, Chair Randolph.

3 CARB CHAIR RANDOLPH: Thank you. And I think --

4 CTC COMMISSIONER ELLIOTT: Or whoever that was.

5 Maybe that -- it was Chair Randolph. Okay. Thank you.

6 Yeah.

7 CARB CHAIR RANDOLPH: Yeah. Ms. Taylor wanted to
8 add to the discussion a little bit, so I want to make sure
9 that -- to give her a chance.

10 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you, Chair
11 Randolph. I just wanted to provide some clarifications,
12 because I think for many of our stakeholders out there who
13 participate in Competitive SB 1 process and our programs,
14 they may be a little confused about the conversation we're
15 having about our application process. And so, while we
16 are working with CalSTA, and we agree with the words that
17 Darwin has said in terms of the corridors and how we fund
18 corridors that get to VMT neutral, how we implement that
19 within our programs may not completely align with the
20 words that have been said today.

21 And so, we will continue to work with the words
22 to make sure that we are implementing the strategy that
23 has been described. The challenge that our stakeholders
24 may be hearing today is that when we look at our
25 competitive SB 1 programs, we look at projects that are

1 contained within corridors. And so we want to make sure
2 that we capture that corridor, because our programs and
3 our applications won't actually have the entire corridor
4 within the application, but we will be funding at least
5 those important pieces and those VMT-reducing pieces of
6 those corridors plans, and the strategies that are there
7 to keep moving us further and further to VMT neutral.

8 And I think it's important, because as we go
9 through CAPTI and as we have these conversations our
10 stakeholders will come back to the Commission to ask those
11 clarifying questions to better understand what we're
12 trying to articulate.

13 CARB CHAIR RANDOLPH: Okay. Thank you for that
14 clarification.

15 Ms. Hurt. Where are you the dais?

16 There you are.

17 CARB BOARD MEMBER HURT: Thank you, Chair. So a
18 couple of thoughts on this. And once again, thank you all
19 for your presentation. On the key action highlights of
20 CAPTI. It's speaks of creating a statewide express
21 mobility action plan that defines the role of roadway
22 pricing and embeds equity. And, of course, at least in
23 the Bay Area where I am, a lot of folks are talking about
24 all roadway pricing, all of the lanes being tolled, so to
25 speak. And I want to get a little more insight on how

1 you're thinking the date of equity and who are the key
2 stakeholders you'll bring to the table to help with that
3 discussion.

4 I still stand strong and I think I've heard some
5 other folks speak to it a little bit, but the need for
6 incredibly investment, unprecedented actually in public
7 transit for the long term, so that there are really true
8 alternatives. And we hear so much about the fiscal cliff
9 of public transit and are we really pivoting and putting
10 our dollars in the right places for the long-term need
11 that is present when we talk about roadway pricing as the
12 future.

13 I'm also thinking a little bit about you showed
14 the project of greenway multimodal project. And it would
15 be great if you gave us perspective on scaling and equity
16 scaling. I mean, it's great that we've got that project,
17 but really what is this financial investment that we're
18 all going to have to buy into to continue the appropriate
19 growth, so we can meet our collective vision of reduction
20 of VMTs.

21 And I'm also -- I'd like to put forward that I
22 see attention with all of the priorities, all of the
23 plans, and then the need for private investment. And I'm
24 sure each of the different agencies and stakeholders have
25 different priorities and us thinking really hard and

1 deeply about how we're going to manage all of that, so at
2 the end of the day, we can scale up, we can continue doing
3 the work that's necessary, and people can feel like
4 they're part of the solution versus we're not getting
5 there fast enough together.

6 So I know that that was a few things, but I'd
7 love to hear about what you're thinking in those areas.

8 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you so
9 much, Board member, for those questions. I mean, to
10 your -- to get directly to your point around some
11 tensions, I think there's a -- there's a strong perception
12 and, you know, frankly I can -- I can see why around, you
13 know, pricing of the system and implementing pricing
14 strategies, like whether they're managed lanes or full
15 facility tolling, having an inequitable outcomes
16 inherently. And so the guidelines and the -- not the
17 guidelines, sorry, the guidance and the plan that we want
18 to put together is really meant to outline the best
19 practices as to -- particularly to your point about which
20 communities we're talking about here, you know, low-income
21 communities, low-income communities of color, folks who
22 are disproportionately impacted by not having
23 transportation access, how do we think about pricing
24 actually being a tool to benefit them?

25 And I think there's various -- without getting

1 into all of it here, I think there's various ways where
2 pricing can do that. We know that, for example, pricing
3 can increase our availability of revenue sources, and that
4 revenue can be invested back into thing like transit to
5 provide increased transit. There's been various studies
6 around means based tolling and thinking about, you know,
7 how do you price facilities in a way that actually creates
8 a -- you know, less regressive system for how we pay for
9 transportation. There are, you know, I think numerous
10 ways you could really think about pricing being a positive
11 equity tool.

12 So I think as locals and regions think about
13 implementation, you know, we see the role of the state as
14 starting to outline those best practices to help guide
15 what implementation looks like to really center the equity
16 outcomes in the use of that tool. So hopefully that helps
17 answer that question for you.

18 And I guess you also mentioned and brought up
19 scaling. You know, I think -- and the need for kind of
20 doing this work at scale and having investments at scale.
21 You know, that is certainly a challenge I think that a
22 common thread in transportation always ends up being that
23 at least recently it feels like we're getting a large
24 influx of funding, and yet we always do not have enough
25 funding. And so, you know, I think those challenges will

1 continue to -- that's why we're really prioritizing and
2 think about, you know, how do you prioritize limited
3 resources to its highest and best uses based on our goals.
4 And that's really what CAPTI is about.

5 CARB BOARD MEMBER HURT: If I could follow-up
6 quickly, Chair. You spoke about revenues coming from the
7 roadway pricing. And I think a little bit about those are
8 the communities that are putting those revenues in and
9 then they're going back to them, more like a pass-through
10 than really uplifting the equity concerns. But if that's
11 how we're looking at it, I hope we can create community
12 benefit funds, so that they can decide in their
13 communities how to use those funds.

14 I'll also say that communities are not
15 monolithic, and so we really need to pay attention
16 about -- I mean, we've given kind of broad terms of the
17 groups we should be really concerned about equity wise,
18 but I think we need to take a closer look at the variety
19 and making sure that their sitting at the table and
20 talking to us about that.

21 And then I'll lastly say, I want to echo Dr.
22 Shaheen's focus on implementation and this idea of highway
23 expansion is really something that we need to get on top
24 of sooner than later, and what that means for our
25 communities with an environmental justice lens and monies

1 that could be better used in different areas.

2 Thanks.

3 CARB CHAIR RANDOLPH: Thank you.

4 Mr. Tiffany.

5 CTC COMMISSIONER TIFFANY: Thank you, Chair
6 Randolph. I'm going to echo some of the comments that
7 were made by -- previously by some of my other
8 Commissioners, especially by Commissioner Eager. As some
9 of you may know, I'm from a rural county, San Benito and
10 as well as the central coast, where the geographic spread
11 is much further, and that some of the transportation
12 alternatives and monies available to -- that are available
13 to our areas, to the rural and central coast area, are
14 largely unavailable or impractical.

15 And so I'm particularly familiar with the
16 stakeholders that talk about the idea that one size does
17 not fit all in our state, and certainly happy to hear
18 Darwin you talk about that, and specifically have as one
19 of the key action items under CAPTI looking at improving
20 the VMT analysis and mitigation guidance, specifically for
21 rural areas and rural projects.

22 But to kind of double down on the question that
23 Commissioner Eager brought up, I think that, you know, the
24 devil is in the details. And I'd certainly like to hear
25 if you have reached out or your department has reached out

1 to some of the rural areas to see what are -- what are the
2 kind of realistic strategies, ones that are feasible in
3 rural areas, whether it be because they don't have the
4 same transportation alternatives that the urban areas
5 have, or they don't have the monies that urban areas have,
6 what are realistic strategies which will help those rural
7 areas get to a neutral VMT position?

8 And so I think that that's really critical that
9 we really, from my point of view and I think many of us --
10 and it's not just rural count -- rural counties, there's
11 so many rural areas within the entire state. I think
12 that's really critical that that be really looked at. So
13 I'd like to hear a little bit further comment in that
14 regard.

15 CalSTA DEPUTY SECRETARY MOOSAVI: Thank you,
16 Commissioner, for giving me an opportunity to discuss and
17 address that. So, in terms of -- a couple things. In
18 terms of the implementation of that particular action,
19 Caltrans will be taking the lead on that implementation.
20 I know they've been having a lot of conversations already
21 with the Rural Counties Task Force and with other
22 stakeholders in terms of, you know, the needs for improved
23 tools for VMT reduction, and then also, you know, really
24 thinking about what VMT reduction more generally looks
25 like in those -- in those areas.

1 In terms of our engagement at CalSTA, we actually
2 this coming week, I believe, or maybe next week -- I'm
3 losing track of my days here, but sometime in November, we
4 have an upcoming meeting with the Rural Counties Task
5 Force to look at the study that I know they commissioned
6 to reevaluate VMT analysis. And so we'll be talking to
7 them about their findings there. In the action, you'll
8 note that we specifically call out rural stakeholders as
9 folks who want to work in partnership with to implement
10 this action. We'll also, in addition to that meeting, be
11 having an additional meeting to more generally talk about
12 the CAPTI actions to figure out where we can strengthen
13 kind of rural connections.

14 So we're incredibly committed to continuing to
15 work with the rural partners. I've said this in other
16 places as well, the overall amount of VMT from rural parts
17 of the state is incredibly low. I don't want to misquote
18 the number. I think it's under three percent.

19 When we talk about VMT reduction, that is not
20 where we're going to get the biggest bang for our buck
21 from a climate perspective. However, I think there -- the
22 sustainable transportation solutions we talk about here
23 more generally really help improve access everywhere,
24 whether it's in a rural setting or not. So how do we make
25 sure that we're bringing those positive benefits of

1 transportation access and sustainable transportation
2 access to rural environments, but in a way that doesn't
3 burden them with requirements that are -- that are
4 targeted for other regions. So, you know, we're taking
5 that to heart and we'll continue working with our partners
6 in that.

7 CTC COMMISSIONER TIFFANY: Well, thank you, yes.
8 I know the rural task force is -- has done that analysis
9 looking a VMT as well as looking at the idea of induced
10 demand, and how it may be different in a rural area. So
11 I'm glad to hear that.

12 I mean, the bottom line is, from my point of
13 view, we don't want to get to the point where rural
14 projects simply are not competitive, because they don't
15 have, you know, the -- either the financial resources to
16 mitigate VMT or they just don't have practical
17 transportation alternative -- transportation solutions.

18 And so, we have to, you know, continuously keep
19 that in mind. I think many people in this room are from
20 urban areas and don't under -- you know, fully appreciate
21 that. So I'm going to continue to beat that drum.

22 I -- last comment is I'm glad to hear the
23 conversation that Commissioner Elliott brought up and
24 Director Velasquez commented on and the interaction
25 between housing, and VMT and traffic, and in certain rural

1 areas, like the county that I'm from, those are so
2 important. Housing is driving. You know, we're trying to
3 house the people from Silicon Valley, but it's driving
4 VMT. So we need to find the right balance. And I think
5 that that is so critical that we recognize that.

6 Anyway. Thank you.

7 CARB CHAIR RANDOLPH: Thank you.

8 Board Member Takvorian.

9 CARB BOARD MEMBER TAKVORIAN: Thank you, Chair
10 Randolph. Thank you all for all of your presentations and
11 to all the Commissioners and Board members who have
12 commented so far. I think this is a rich discussion. And
13 I just wanted to focus specifically on VMT reduction,
14 because we haven't talked about that enough. And -- well,
15 clearly, we haven't per Dr. Balmes's comments. So we
16 obviously carry -- with your presentation, it demonstrated
17 how long and significant a distance we have to go in order
18 to reach both our statewide and regional goals. And we
19 all know that the emissions that are caused by both the
20 current VMT and the increasing VMT disproportionately
21 impact low-income communities of color. And that's why we
22 put ambitious VMT reductions in the Scoping Plan.

23 So to follow up on some previous comments, I
24 would like ask -- would like to ask you, Carey, and
25 others, more specifically how the State can better support

1 transit improvements to reduce VMT? And I just want to
2 say that I think that clearly this is an equity move that
3 we absolutely need to improve transit in order to increase
4 equity, given that low-income communities are the largest
5 users in -- at least in many communities of transit. And
6 it does seem that there are two recent indicators that say
7 that folks are supportive of transit. There are some 40
8 plus ballot measures across the country for transit
9 improvements and most of them actually passed. The one in
10 San Diego is too close to call at this point. We're
11 hopeful, but people are willing to -- voters are willing
12 to pay for it and they're indicating that at the ballot
13 box.

14 And the second indicator is just recently we had
15 a free ride day for transit in San Diego. And it was a 15
16 percent increase of ridership over the previous week. So,
17 we know that funding matters, and the ability for people
18 to use transit and afford to use transit is critical. So
19 that's perhaps even a more specific question as to how we
20 can include free transit. We're doing that for students.
21 We need to do that for -- in my view, for lower income
22 riders and those that may be on other forms of public
23 assistance. So I'd like to know if those things are being
24 considered and how we might be able to integrate those.

25 And then lastly, perhaps Darwin can talk a little

1 bit about more detail on the components of the new law on
2 SB 960 as to how that might interface with some of these
3 ideas to reduce VMT.

4 But, Carey, if you want to start or however you
5 guys want to do it

6 CARB TRANSPORTATION AND LAND USE PLANNING BRANCH
7 CHIEF KNECHT: Sure, I can start and then -- and then hand
8 it over to Darwin. So, you know, I -- you raise a lot of
9 really important points about both VMT and the
10 disproportionate impact that pollution can have on various
11 communities and the value of improving transit.

12 You know, the Scoping Plan Appendix E
13 specifically looked at some of the strategies and tried to
14 set forward sort of -- a framework for some of these
15 improvements. And one of the recommendations that it
16 included was the value of doubling local transit capacity
17 and service frequencies. I think this was based on the
18 California Transportation Plan 2050 sense of what levels
19 of mode shift would be necessary.

20 You know in order to do that, I think you pointed
21 to the need to identify funding sources, both for the
22 infrastructure investments as well as some of the
23 operations and maintenance ongoing costs that can be
24 significant, and that these face sort of a shifting
25 funding landscape, especially with some of the local sales

1 tax measures, including the one that did not recently pass
2 in San Diego.

3 So it's definitely an ongoing challenge. And
4 maybe I'll see if -- Darwin, I know -- if you wanted to
5 add some on that front.

6 CalSTA DEPUTY SECRETARY MOOSAVI: Sure. And
7 thank you so much for the question. And we could
8 certainly do an entire day on transit in particular and
9 all the things that we're doing at CalSTA on transit, so
10 I'll keep this brief, but we have numerous things going on
11 to support transit. We have, through SB 125, a large
12 investment and support for the transit operational
13 situation going on, as well as transit capital. With
14 that, came a transit transformation task force that CalSTA
15 is convening right now to put together a set of
16 recommendations for what the future of transit looks like
17 in California and how we can support transit and really
18 transform itself in a way to serve our customers better.

19 SB 960, as you mentioned, is another effort that
20 codifies the creation of a Caltrans transit policy to
21 really look at how we support transit movement on the
22 State highway system, so thinking about that future of the
23 State highway system. Getting transit out of traffic on
24 the State highway system would allow for an incredible
25 time advantage for transit that would make it a lot more

1 appealing that we think could be transformational for --
2 particularly in congested urban areas for how people make
3 choices for the use of transit.

4 So without digging into any of the specifics on
5 any of those here, just a sampling of some of the things
6 that we're really thinking about, and yeah, happy to
7 elaborate on it further, if helpful.

8 CARB CHAIR RANDOLPH: Thank you.

9 Okay. Our last Commissioner comment before
10 public comment will be Chair Guardino.

11 CTC CHAIR GUARDINO: Thank you, Chair Randolph.
12 This is such an important conversation, isn't it? And I'm
13 glad we're doing it in our joint session. Context.
14 Nearly 40 million Californians and 482 cities and towns
15 spread across 58 counties. We are a very diverse state of
16 urban, suburban, rural, tribal communities. More than
17 well over 65 percent of our geography in California is
18 rural, more than one of five Californians lives in rural
19 communities, as Commissioner Tiffany talked about. And
20 the needs and how we're going to meet those needs and meet
21 our overall goals has to reflect that reality.

22 I want to provide a perspective. I've had the
23 honor and obligation of leading, or co-leading, seven
24 countywide, regionwide, and statewide ballot
25 transportation and funding initiatives totaling tens of

1 billions of dollars. Fortunately, successful in all seven
2 of those efforts.

3 And overwhelmingly, the measures that I had the
4 pleasure and the responsibility of building were
5 overwhelmingly for transit improvements. It's where my
6 heart is. It's where I believe the need is. But that's
7 primarily because most of those measures were in suburban
8 and urban Silicon Valley or the Bay Area. Yet, I hope we
9 stay mindful that once again well over 65 percent of our
10 land mass and nearly one of every four Californian lives
11 in a very rural community. And the transit that we covet
12 and need in more suburban and urban areas is a lot more
13 realistic than it is in very rural San Benito County,
14 which last time I checked is a huge county, one of the
15 largest in California, but with less than 50,000 people
16 total.

17 Commissioner Tiffany will correct if I got a
18 little bit of that off in my hubs. So let's remember as
19 we work towards these goals, we're working towards them in
20 service of all Californians and we have to find solutions
21 that work in those communities that meet their needs in a
22 way that's time efficient, and cost effective, and will
23 actually get them the mobility options they need that fit
24 their communities.

25 CARB CHAIR RANDOLPH: All right. Thank you.

1 Okay. It is now time to hear from the public who
2 signed up to speak either by submitting a request-to-speak
3 card or by their raised hand in Zoom. I will ask the
4 Board Clerk to call our public commenters.

5 CARB BOARD CLERK GARCIA: Thank you. Before we
6 get to our -person commenters, we will hear from
7 Assemblymember Sabrina Cervantes.

8 ASSEMBLYMEMBER CERVANTES: Thank you, Chair
9 Randolph, and Chair Guardino, and to the rest of the Board
10 that is here today. I'm am Assemblymember Sabrina
11 Cervantes proudly representing the 58th Assembly District
12 right here in Riverside County. Thank you for the
13 opportunity to provide a few comments on behalf of the
14 communities that I represent in the Inland region.

15 I want to begin by telling you that I value the
16 work that you and your staffs do every single day to
17 tackle some of the toughest challenges that face our
18 state, whether that is climate change, our housing crisis,
19 or dealing with our state's transportation system.

20 As many of you know, I authored Assembly Bill 179
21 in 2017, which began the process of creating these joint
22 meetings between your three agencies, so you could better
23 coordinate implementation among other things our State
24 transportation policies.

25 In light of that, I am here today to inform you

1 of the concerns that I do have regarding CalSTA's draft
2 2024 CAPTI actions. CalSTA's final update to CAPTI should
3 be pragmatic, and should implement, and should guarantee
4 that the local agencies have flexibility in implementing
5 new policies in a way that best fits the regions that they
6 do serve.

7 The update also must ensure: the continued
8 availability of State resources to historically
9 disenfranchised and underfunded regions like the Inland
10 Empire in a way that recognizes the fact that the Inland
11 Empire population is forecasted to continue to grow at
12 high rates; the effect on traffic and road safety that our
13 region faces as we continue to serve as a gateway between
14 the Los Angeles Port and the Long Beach Port and much of
15 the rest of the country; that working families in our
16 Inland region, many of whom lack access to reliable,
17 alternatives to driving, are deserving of more State
18 resources to facilitate their transportation needs.

19 I understand that we must do all that we can to
20 address our climate change actions. We know that it is
21 important that we continue to do our part on that front.

22 However, as California policymaker, we should be
23 intentional in our approach and minimize the negative
24 impacts to communities like those that I represent, for
25 the moment, many of whom have no choice but to get into

1 their vehicle to drive to work, many of them -- many of
2 whom have to get into their vehicle at the 3, 4 a.m. to
3 commute into neighboring counties just to put food on
4 their table.

5 My team and I will closely monitor CalSTA's
6 process and I hope that the needs of historically
7 disenfranchised and underfunded communities like the
8 Inland Empire are appropriately reflected and accommodated
9 in the final update to CAPTI. I appreciate the work that
10 all of you do on behalf of the very diverse communities
11 that we all represent. I've had the honor of speaking to
12 many of you on various different issues over my course of
13 my eight years in the State Legislature, and I look
14 forward to working together as I head to the State Senate.
15 Thank you so much for your time and thank you to all the
16 staff here today.

17 CARB BOARD CLERK GARCIA: Thank you.

18 So we have 13 commenters here with us in the
19 room. I apologize in advance if I mispronounce your name.

20 First, we will hear from Keith Dunn.

21 KEITH DUNN: Thank you, Chair Randolph, Chair
22 Guardino, the rest of the Commissioners and Board. Keith
23 Dunn here today on behalf of the Self Help Counties
24 Coalition, the 25 local sales tax counties that
25 investigate \$6 billion annually into our transportation

1 infrastructure system. I want to make a few comments with
2 regards to some of the things that were said here today,
3 specifically Senator-elect Cervantes's comments about
4 individuals who oftentimes, as I like to say, have to
5 drive until they qualify to purchase a home. That is an
6 equity issue. That's an issue that, you know, we need to
7 keep in mind as we start looking at how those individuals
8 get to those jobs that are often hours away, which means
9 they're often taking those roads and highways that we need
10 to continue to look at investing in.

11 I want to also commend senator -- or Senator --
12 Commissioner Elliott with his notions of making infill
13 housing an incentive for VMT. You know, we need to start
14 making it a positive. And I think the notion of building
15 infill housing as an opportunity to have those centers
16 where jobs and housing are available, we're lacking in our
17 investments in transit. The self help counties invest in
18 multimodal infrastructure transportation systems. The
19 State is doing the best they can, but we do have a deficit
20 of resources, and we all are very aware of that. There is
21 often never enough money to go around.

22 I would like to say that as we start
23 contemplating collectively as staff, elected officials,
24 commissioners, and citizens of our state, when we look at
25 the renewal of our greenhouse gas program that's set to

1 expire, that we do a few things. Number one, we extend
2 that program beyond 10 years, so that we have a longer
3 source of revenue, and that we look at what the actual
4 impacts are that are driving those climate crises. And
5 everyone agrees transportation is the largest component of
6 that, then we need to make sure that those mitigations
7 from that fund are going to address those transportation
8 needs.

9 So as we start having those dialogues here with
10 your Commission staff, the Legislature, and the Governor,
11 that we start prioritizing those resources.

12 I know my time is up. I also want to say really
13 quickly with regards to pricing on -- as the authors and
14 sponsors of AB 194, there was a mention of inherent
15 inequity in that process. Today, I want to tell you that
16 the local agencies take that process very seriously --

17 CARB BOARD CLERK GARCIA: Thank you. We need
18 to --

19 KEITH DUNN: -- under CEQA. I'll be real quick.

20 CARB BOARD CLERK GARCIA: We need to move to the
21 next person.

22 KEITH DUNN: Thank you. Under 194 --

23 CARB BOARD CLERK GARCIA: Bill Higgins.

24 KEITH DUNN: -- we obligated to meet with our
25 local constituencies and interact with them under CEQA and

1 AB 194. So thank you for the opportunity. I look forward
2 to working with you.

3 CARB BOARD CLERK GARCIA: Thank you.

4 Bill Higgins.

5 BILL HIGGINS: Good afternoon. I'm Bill Higgins
6 and I represent the California Association of Councils of
7 Governments that represents the 20 councils of governments
8 that do RHNA and the 18 MPOs that do the Sustainable
9 Communities Strategies. And what's missing in today's
10 conservation is their perspective. I would think that you
11 would want to hear from the people who are simultaneously
12 doing RHNA, target setting, and implementing your Regional
13 Transportation Plans. And we're not there.

14 Here's a couple of news things from the front.
15 My -- Commissioner Eager mentioned the San Joaquin Valley,
16 and a lot of those entities right now are worried that
17 they're not going to be eligible for Solutions for
18 Congested Corridor funding, because their SCSs that were
19 submitted more than a year ago still haven't been approved
20 by ARB.

21 And that's a problem, because the statute says it
22 should happen in 60 days. This is a frustration that we
23 would love to have this larger conversation with. All 18
24 MPOs have sent ARB a letter saying the conditions have
25 changed. We need to rethink about this. There's more

1 electric vehicles. We're thinking about VMT. SB 375 was
2 16 iPhones ago, right? Things have changed and it's time
3 to perhaps rethink it, because when we were drafting 375
4 in 2008, we weren't thinking about a lot of things that
5 came up.

6 You guys have talked a lot today here about the
7 projects that you are going to change, but the truth is in
8 a Sustainable Communities Strategy, in a 20-year period,
9 only four to five percent of the land is going to change.

10 We agree with Board Member Guerra about improving
11 REAP. Your presentation today focused on the State
12 programs. We would love to tell you how we're working
13 with local agencies on the \$500 million formula program
14 and the changes we're seeing in that partnership. So I
15 can tell you that if you invite us to the next meeting, we
16 will send a panel of our leaders there.

17 CARB BOARD CLERK GARCIA: Thank you.

18 Jeanie Ward-Waller.

19 JEANIE WARD-WALLER: Bill, you for got your
20 glasses.

21 BILL HIGGINS: Oh. That's so I get more time.
22 (Laughter).

23 JEANIE WARD-WALLER: But better not be cutting
24 into my time.

25 (Laughter).

1 BILL HIGGINS: No. No. I'm cutting into your
2 time.

3 (Laughter).

4 JEANIE WARD-WALLER: Good morning, Board members
5 and Commissioners. Very happy to be with you. Jeanie
6 Ward-Waller representing the ClimatePlan Network. We sent
7 you a letter about CAPTI specifically. I want to
8 highlight a few points. Firstly, I definitely want to
9 appreciate the progress made on the first CAPTI action
10 plan. We very strongly support the CAPTI principles. We
11 also support this update. However, we urge Caltran --
12 CalSTA to make several actions that we think are critical
13 even stronger. As you all have talked about extensively
14 today, the SB 150 data is clearly demonstrating that we're
15 not making adequate progress on implementing our SCSs to
16 reduce VMT. In large part, this is because, we are still
17 funding highway expansion.

18 These projects undermine the benefits of other
19 investments in transit and active transportation are
20 exceedingly expensive and are moving us in the wrong
21 direction on VMT and on improving air quality, especially
22 in disadvantaged communities. We urge your three agencies
23 to focus on that issue together specifically and direct
24 staff to collaborate with stakeholders on a plan to
25 reimagine solutions where highway expansion is planned.

1 I want to highlight four other points real
2 quickly in my 49 seconds. We strongly support Caltrans
3 establishing a policy to avoid displacement of homes due
4 to highway expansion projects, especially as we are deep
5 in a housing crisis. We urge Caltrans not just to reduce
6 but to entirely avoid the takings of homes and businesses
7 in communities that are already impacted by highways.

8 On road pricing, we support the use of pricing in
9 an equitable manner to prioritize transit and HOV, and
10 improve the efficiency of the highways. However, we urge
11 the pricing implementation focus on converting existing
12 lands and not on expanding. We urge CalSTA, CTC, and
13 Caltrans to accelerate implementation of SB 960, which
14 Board Member Takvorian mentioned and Governor Newsom just
15 signed. Caltrans should be identifying opportunities to
16 implement transit-priority projects on the State highway
17 system and implementing them now.

18 And I think my colleagues will make my last
19 point, so I'll save you the time. Thank you.

20 CARB BOARD CLERK GARCIA: Thank you.

21 Ruhama Tereda.

22 RUHAMA TEREDA: Good morning. My name is Ruhama
23 Tereda here representing 37,000 members of the Nor Cal
24 Carpenters Union. We want to first recognize the
25 significant progress that we've made as a State toward

1 building a greener, more equitable California
2 transportation network. A truly interconnected transit
3 network that works for all Californians requires investing
4 in a statewide all-of-the-above strategy. The past few
5 years of the CAPTI framework have struck a balance between
6 multiple State priorities, safety, transportation
7 infrastructure maintenance, and climate goals.

8 To continue to invest in projects that reflect
9 the specific needs of different communities, we urge the
10 State to prioritize flexibility in transportation
11 planning. Projects that work toward our shared goals of
12 improving safety, while ensuring that our transportation
13 infrastructure is well-maintained, are critical components
14 of a statewide transportation network. We therefore urge
15 the State to refrain from amending SB 1 Program guidelines
16 that would reduce the competitiveness of these projects.
17 These guidelines reflect the coordination of various
18 stakeholders in crafting comprehensive guidelines that can
19 meet context-dependent transportation needs.

20 In our commitment to a more sustainable future
21 for California, we also emphasize the critical role of
22 housing production in reducing VMT. For countless
23 projects, the largest reductions are achieved when
24 coordinating housing production and transportation
25 planning, allowing more Californians to have realistic

1 transportation options.

2 We urge the State to continue to think of new
3 ways to encourage the coordination of housing and
4 transportation in State planning.

5 Thank you.

6 CARB BOARD CLERK GARCIA: Thank you.

7 Maura Twomey.

8 MAURA TWOMEY: Good morning. Maura Twomey with
9 The Association of Monterey Bay Area Governments.

10 In regard to the proposed CAPTI strategies, we
11 appreciate CalSTA's recognition that rural regions face
12 unique challenges, different those of urban areas, and
13 therefore, we strongly support Strategy 2.2, which seeks
14 to improve VMT analysis and mitigation guidance for rural
15 projects.

16 However, we are concerned with the proposed
17 changes to the Trade Corridor Enhancement Program and the
18 Solutions for Congested Corridor Program guidelines,
19 changes we believe will negatively impact the ability to
20 fund critical and potentially life-saving safety,
21 operational, and evacuation projects in rural regions.

22 And finally, we respectfully request that CalSTA
23 convene a public workshop during the current public
24 comment period to discuss critical concerns and seek
25 collaborative resolution with all stakeholders.

1 Thank you.

2 CARB BOARD CLERK GARCIA: Thank you.

3 Will Barrett.

4 WILL BARRETT: Hi. Good morning. I'm Will
5 Barrett with the American Lung Association. Good to be
6 here with you. So we all know California has the worst
7 air pollution challenges in the United States. The Inland
8 region has the most ozone pollution challenges in the
9 United States. We're the smoggiest region here today in
10 the country. And transportation is the dominant source of
11 that pollution, so it's critically important that we're
12 having this conversation about the SB 150 report data
13 updates and CAPTI together. The 150 report is really the
14 problem statement that continued investment in
15 transportation funding that increases VMT is a challenge
16 and that CAPTI offers real strategy solutions for reducing
17 funding to projects that basically increase VMT and
18 associated harms.

19 We know that electric vehicles, electric trucks,
20 buses and lower carbon fuels that CARB is going to be
21 addressing this week are critical, but they're not enough
22 on their own. VMT reductions are needed to meet our clean
23 air and climate standards. And without them, we'll
24 continue to come up short.

25 The 150 data report shows us we're off track, as

1 it has, Dr. Balmes noted, for 15 years that I've been
2 working at the Lung Association on this project. It is
3 disappointing of course. But CAPTI shows we really can
4 reprioritize transportation funding in ways that remove us
5 from the situation where shovel-ready projects dig our
6 hole deeper on VMT, air quality, equity, and greenhouse
7 gases.

8 So two quick recommendations. For CAPTI update,
9 TCEP and Congested Corridors should be funding projects
10 that reduce VMT. And the project selection should be
11 projects specifically neutral or VMT reducing, not
12 portfolio-wide.

13 And I'll just end with saying, on the TCEP
14 Program, we very much support the direction of cleaning up
15 freight electrification, but we also know that the VMT of
16 passenger vehicles needs to be accounted for in that
17 Program, if we're going to make real progress across the
18 Board.

19 So with that, thank you for your time. Again,
20 wonderful conversations today.

21 CARB BOARD CLERK GARCIA: Thank you.

22 Aaron Hake.

23 AARON HAKE: Thank you. Good morning,
24 Commissioners and Board members. Welcome to Riverside
25 County, the place that I and 2.5 million Californians call

1 home. My name is Aaron Hake. I'm the Executive Director
2 of the Riverside County Transportation Commission, the
3 regional transportation planning agency -- the multimodal
4 regional transportation planning agency for Riverside
5 County. Our CTC is committed to engage in policy efforts
6 that impact the daily life of our residents and I wish to
7 align my comments with that of Senator Cervantes,
8 Commissioners Tiffany and Cruz.

9 Many of the CAPTI draft actions frankly place our
10 residents in a lose-lose situation. To achieve affordable
11 living, they sacrifice with commutes, with public transit
12 simply is not a realistic option for the majority of
13 trips. We ask for CAPTI actions that help our residents
14 not siphon away their gas tax dollars for projects that
15 would otherwise meaningfully improve their lives.

16 We ask for CAPTI actions that help areas of our
17 county where VMT reduction is realistic and feasible and
18 then acknowledge where it is not. We will ask questions
19 about CAPTI's consistency with established law and
20 affirmation by the voters. We will ask where the money
21 and regulatory relief is for alternatives to provide for
22 those nearly one million residents of our county who rely
23 on an automobile to get to work every day.

24 We will ask how VMT neutrality squares with the
25 Regional Housing Needs Assessment here that says that

1 167,000 affordable units are to be built here and SCAG's
2 forecast that 500,000 more people will move here in the
3 next 25 years, whether we build roads or not. We will ask
4 how CAPTI actions provide equity for residents who contend
5 with truck traffic from the largest concentration of
6 warehouses on the planet.

7 We will encourage State support of regional
8 innovation that is occurring at the City of Riverside and
9 at the Western Riverside Council of Governments, where
10 they are already developing VMT mitigation banks and
11 exchanges that we look forward implementing.

12 And finally, I'm grateful to Deputy Secretary
13 Moosavi's commitment to RCTC and to me to engage in a
14 thoughtful dialogue about how CAPTI can work for the
15 residents of Riverside county. And I'm grateful to CARB,
16 HCD, and the Commission for coming here and seeing us in
17 Riverside County for your joint meeting and understanding
18 how these policies impact the daily life of our residents.

19 Thank you.

20 CARB BOARD CLERK GARCIA: Thank you.

21 Nicholas Adcock.

22 NICHOLAS ADCOCK: Good morning, Honorable
23 Chair -- Honorable Chairs, excuse me, Director Velasquez
24 and the members of the Commission and the Board that are
25 here with us this morning. And again, I'll share the

1 comments of Mr. Hake, welcome to Riverside and Riverside
2 County. My name is Nicholas Adcock and I'm the President
3 and CEO and the Greater Riverside Chambers of Commerce,
4 representing 1,100 member businesses and approximately
5 110,000 jobs across the inland Southern California area.

6 In 2018, the Greater Riverside Chambers of
7 Commerce took a no position on Proposition 6, which
8 obviously was the effort to repeal SB 1 gas tax funds and
9 the effort that they would have to improve our community.
10 It's rare, if not completely unusual, for the business
11 community to step forward and not only support a gas tax,
12 but then come back around again to defend it when it's
13 being challenged. But it was because our members and the
14 employees that they serve saw the value in investing in
15 infrastructure and the impact that it would have on our
16 community and our economic success.

17 It is important to note that efforts to invest in
18 bus and rail just don't work in Riverside County. Our
19 traffic patterns are too varietal, they're too disparate,
20 they're out -- cover too much land and too much population
21 that is going too many different directions. And we have
22 to rely on cars in order to get from home to work.

23 It is important to also note that in our
24 community, we invest in these types of things because we
25 see the value in our economic success. Riverside County

1 itself is the second fastest growing region in the United
2 States, second only to Maricopa County, Arizona. And in
3 this area, we see that communities that have strongly
4 built out infrastructure, the communities that are there
5 are moving here, because they see the economic opportunity
6 here. And so investing in the infrastructure here in the
7 methods of transportation that make the most sense is
8 where the dollars ought to be spent.

9 So we're a little bit concerned by the
10 conversation that we're starting to hear about efforts
11 that would remove highway lanes, anything that would
12 reduce building capacity on our roads and highways. And
13 we encourage the California Transportation Commission and
14 CARB and the entities here to continue to prioritize that.

15 Thank you.

16 CARB BOARD CLERK GARCIA: Thank you.

17 Bill Magavern.

18 BILL MAGAVERN: Good morning. Bill Magavern with
19 the Coalition for Clean Air. Those of us working to
20 reduce the transportation emissions that are causing air
21 pollution and climate change often talk about a
22 three-legged stool. We need to clean up the engines, and,
23 you know, we've done a good job of that and need to do
24 more. We need to clean up the fuels. And, you know, we
25 have a start with the Low Carbon Fuel Standard - we'll be

1 talking about that more tomorrow - and we need to reduce
2 vehicle miles traveled.

3 We really have not done at all well in that
4 category, as this morning's presentation have shown. And
5 I think that Governor Newsom really recognized that we
6 needed to do better when he issued the Executive Order
7 which led to CAPTI 1.0, which we have supported. We're
8 pleased to see the progress that has been made and we're
9 supportive of the direction of these proposals to update
10 and strengthen CAPTI.

11 Going forward, we think that it's most important
12 to focus on reducing and ultimately ending the expansion
13 of highways, making this shift to modes of transportation
14 that are more sustainable and more equitable. And later
15 on my colleague, Sofia Rafikova, will talk about some of
16 the specific steps that we recommend.

17 Thank you.

18 CARB BOARD CLERK GARCIA: Thank you.

19 Carter Rubin.

20 CARTER RUBIN: Carter Rubin on behalf of the
21 Natural Resources Defense Council. Thank you,
22 Commissioners, Board members, and agency partners. We
23 continue to find these joint Commission meetings and Board
24 meetings and the discussions here very helpful and
25 informative. We wanted to thank Governor Newsom and his

1 administration for his leadership on Executive Order
2 N-19-19 and CAPTI.

3 We strongly support CAPTI principles in this
4 update to the action plan. In particular, I'd like to
5 urge CalSTA, CTC, and Caltrans to accelerate
6 implementation of SB 960 by identifying opportunities now
7 to implement transit priority infrastructure on the State
8 highway system. There was a great discussion today about
9 the role of infill transit-oriented housing and reducing
10 VMT. And we have a great foundation, because the
11 Legislature and Governor have advanced multiple ways of
12 legislation to streamline and upzone affordable housing in
13 places next to transit. So by investment in transit, we
14 not only provide more options for how to get around, but
15 it helps unlock more housing. So that's a win-win.

16 We strongly support prioritizing projects that
17 fully mitigate VMT impacts for the Trade Corridor
18 Enhancement Program, and the Solutions for Congested
19 Corridors Program.

20 And I wanted to conclude by mentioning that
21 colleagues from Communities for a Better Environment were
22 not able to join, but they wanted me to echo their support
23 for fully avoiding displacement from highway projects and
24 focus on VMT reduction and CAPTI. Thank you.

25 CARB BOARD CLERK GARCIA: Thank you.

1 Bryn Moncelsi.

2 BRYN MONCELSI: Hi. Good morning. I'm Bryn
3 Moncelsi, Deputy Director of Climate Resolve. I want to
4 start out by saying we're extremely supportive of CAPTI as
5 an action-oriented platform for really focusing efforts
6 that will effect change. So thank you, Darwin and team,
7 for all the analysis that's gone in to putting those
8 actions on the page today. I want to suggest a few areas
9 where we'd love to see kind of as the actions and the
10 strategies get fleshed out a bit more some details of what
11 we'd like to see in there.

12 There was a lot of mention from the dais today
13 about what strategies could work for rural communities so
14 reduce VMT. So I'd like to uplift the potential that we
15 see for the conversion of general purpose lanes, to HOT
16 and HOV lanes. We've seen great analysis coming out of
17 Caltrans to affirm viability of this as a strategy, but
18 yet there's a lot of myth busting that's needed to really
19 get the word out about this possibility and to encourage
20 it as a VMT reduction strategy, especially in corridors
21 that have previously misguidedly thought that their best
22 was to relieve traffic was to widen highways

23 Secondly, for Caltrans's climate adaptation
24 planning and delivery framework, as I'm seeing it
25 currently proposed I read it as a way to evaluate projects

1 that would most address flooded roads, but seeing that as
2 a stopping short of what all is needed. And so, you know,
3 I would like to draw attention that that -- that would
4 leave us still turning a blind eye to all of the excess
5 heat that blacktop pavement is adding to our built
6 environment.

7 So I would like to call on some real leadership
8 in this area to grapple with that harm that our roads are
9 creating for our most heat-burdened communities and to
10 incorporate cool pavement guidance, especially into the
11 highway design manual as part of this comprehensive
12 climate adaptation planning framework.

13 Thank you.

14 CARB BOARD CLERK GARCIA: Thank you.

15 Eli Lipmen.

16 ELI LIPMEN: Yes. Eli Lipmen representing Move
17 LA and Move California.

18 First, I'd like to say that Bryn, Carter, and I
19 carpooled here, so we were able to reduce VMT by about 240
20 miles by not driving alone. So trying to do our part. We
21 want to also support the CAPTI principles in this update
22 to the action plan. However, we urge taking a stronger
23 position. We really appreciate the data dashboard that
24 was shared. It was really helpful for transparency and
25 accountability, and thank the team from CARB who has been

1 meeting with us on a monthly basis to discuss these VMT
2 strategies.

3 But what we really need to lean into is
4 acceleration, acceleration, acceleration. We need
5 equitable road pricing now. We need affordable infill
6 housing now. We are just doing it too slowly and not
7 coordinated. For instance, LA Metro has one of the best
8 joint development programs in the country, but they build
9 the transit first and then go out and build housing on top
10 of it and around the station. We need to be doing this at
11 the same time. Josh was right. Metro bus lanes and bus
12 lane enforcement means more reliable service, more
13 frequent service, student transit pass discount program to
14 generate new ridership quickly and inexpensively. All of
15 these things are taking too long. It take me 18 months to
16 get 300 feet approved by Caltrans for a bus lane, a bus
17 lane. That can't happen any more.

18 We need to support the use of pricing in an
19 equitable manner and prioritize high occupancy vehicles
20 and transit along these highways systems and we need to do
21 that now. And we need to make sure that we're converting
22 general purpose lanes and HOV lanes to express lanes
23 immediately. And then we strongly support the action to
24 establish a director's policy to avoid the displacement of
25 homes due to highway expansion projects. We need Caltrans

1 to not just -- not just take homes, but to actually build
2 more housing on its own lands. We need them to be adding
3 to the housing stock and not reducing from it.

4 So all of these policies need to happen. We need
5 to accelerate, accelerate, accelerate. Thank you.

6 BOARD CLERK LEVRINI: Thank you.

7 Roy Bleckert.

8 ROY BLECKERT: If Assemblywoman Cervantes and you
9 all wanted to fix climate, housing, and transportation,
10 she would introduce one bill, very simple, get the
11 government out. Every day, I want you to explain to the
12 working mom that has three kids and is getting on that
13 freeway at 4 a.m. and everybody else practically in the
14 state, who has to deal with the problems and stuff that
15 you all have caused.

16 It's ridiculous that we go through the idiocracy
17 that we're talking about what we do when we don't deal
18 with the root cause of why it's \$100,000 just to get a
19 building permit, why it's gadzillion million dollars to
20 build a mile of freeway or road, the phony studies that
21 CARB started years ago that got us on this climate change
22 that makes it unaffordable for us to buy gas, and we're
23 going down every day. You won't explain that. You won't
24 deal with that. And we get -- we get swirling down the
25 toilet boil further every day.

1 I'm on the air 5:30 to 6 in the Inland Empire
2 every day. I invite everyone of you in to come into my
3 playground. Let's have an honest open discussion where
4 you're not controlling the mic. You want to talk about
5 transparency, accountability, I'm giving you on one LY,
6 reality. One way or the other, we're all going to have to
7 deal with it.

8 BOARD CLERK LEVRINI: James Pew.

9 JAMIE PEW: Good morning, Director,
10 Commissioners, and Board members. Jamie Pew here to speak
11 on behalf of NextGen California. And I'd like just to
12 start off my comments by thanking the Deputy Secretary for
13 his presentation and also just like giving me a reason to
14 be optimistic this week of all weeks.

15 The actions proposed in this draft show that
16 CalSTA is committed to modernizing our transportation
17 system by taking a more evidence-based approach to
18 reducing traffic on our roads. NextGen is especially
19 supportive of the actions that would prioritize projects
20 that fully mitigate their impacts on traffic for funding
21 out of the TCEP and SCCP programs, as well as the actions
22 that are calling for a tighter focus on infill housing as
23 a solution.

24 Altogether, the full set of actions here
25 demonstrates the utility of CAPTI as a living document.

1 I'll also echo what others have said about the SB 150
2 data. It's a sobering outlook for this project, making
3 California a more sustainable state that is less choked by
4 traffic. And I think we all know that this week's federal
5 election will make that effort a lot harder.

6 So, with that in mind, we at NextGen will
7 continue to be very supportive of rapidly implementing
8 these actions and the next set of actions and however many
9 sets of actions it takes to get California to being the
10 equitable, sustainable, world-leading transportation
11 system we know it can all be.

12 Thank you.

13 BOARD CLERK LEVRINI: Thank you.

14 We currently have 10 commenters with their hands
15 raised in Zoom. I apologize in advance if I mispronounce
16 your name. I'd like to remind all commenters to please
17 speak slowly and clearly. Also, just a friendly reminder
18 that speaker closed at -- speaker sign-ups closed at 12.

19 The first five speakers on our list are Jonathan
20 Dattilio, William Walker, Maya Inigo-Anderson, Marissa Wu,
21 and Kyle Heiskala.

22 One moment. Jonathan, I have activated your
23 micr. You may unmute and begin.

24 Jonathan Dattilio.

25 All right. We'll go on to William Walker.

1 WILLIAM WALKER: Hi. Good after --

2 BOARD CLERK LEVRINI: Sorry about that William.
3 Go ahead.

4 WILLIAM WALKER: Hi. I'll start again. My name
5 is William Walker. I'm hoping you all can hear me now.

6 BOARD CLERK LEVRINI: Yes.

7 WILLIAM WALKER: I am the -- great. I am the
8 Chair of the Interagency Equity Advisory Committee that
9 advises Caltrans, CalSTA, and the Transportation
10 Commission.

11 And I'm sorry. Good afternoon, Commissioners,
12 Board members, Chairs Guardino and Randolph, staff, and
13 the public most importantly, right?

14 So I just wanted to say that the Equity Advisory
15 Committee did provide a letter to our Secretary of
16 Transportation, Toks Omishakin, and it was also shared
17 with Deputy Secretary Darwin Moosavi who has been engaging
18 with us in this process, and wanted to thank Mr. Moosavi
19 for ensuring that the thoughts of the Advisory Committee
20 were incorporated into the presentation today and into a
21 lot of the discourse around equity when looking at CAPTI.

22 I do want to say that, on a personal note, I
23 lived in Jurupa Valley when it was still called Rubidoux
24 about -- I think it's been 15 years. And I lasted in
25 Riverside County about six weeks. The street that I lived

1 on the bus operated until 7 p.m. I just double checked
2 it's the 49 and it runs on Mission Bell. And I think it
3 now runs until 10 p.m. But I currently live on a street
4 where a bus runs 24 hours a day. And it would be nice if
5 that could be a reality for places like Riverside County,
6 because not everyone can afford a car for the folks that
7 we're advocating for, you know, more highways in Riverside
8 county. I bought a car because I lived in Riverside
9 County.

10 And so it's unfortunate that that had to be. So
11 I look forward to seeing more interaction with equity and
12 discussions. And the other equity committees that work
13 with our other groups, we'd love to hear from them too --
14 our Committee. Thank you.

15 BOARD CLERK LEVRINI: Thank you.

16 We're going to Jonathan Dattilio one more time.

17 Jonathan, I've activated your mic.

18 Okay. We'll go ahead and move on to Maya
19 Inigo-Anderson. I have unmuted your mic. You may begin.

20 Excuse me, I've activated your mic. You may
21 unmute and begin.

22 MAYA INIGO-ANDERSON: Maya Inigo-Anderson with
23 Communities for a Better Environment, a statewide
24 environmental justice organization. Thank you, Chair
25 Randolph, and thank you, Commissioners and Board members.

1 I especially appreciated Board Member Hurt, Dr. Shaheen's,
2 and Commissioner Elliott's comments today.

3 As far as the CAPTI, I really appreciate the
4 inclusion of anti-displacement prevention measures and the
5 increased focus on VMTs. We all know that freeway-related
6 displacement usually impacts communities of color and
7 low-income communities disproportionately. This includes
8 the freeway-adjacent community in Los Angeles where I
9 lived for seven years. VMT reduction is essentially to
10 meet the State's climate goals. VMT neutrality is a step
11 in the right direction, but I hope that we will pursue
12 long-term strategies to reduce overall VMTs.

13 I have two questions for Darwin. Firstly, could
14 you elaborate more on how the new changes to the CAPTI
15 would focus State dollars on projects that could improve
16 health outcomes in environmental justice communities, such
17 as active transportation projects, ZEV infrastructure
18 projects, and other highway improvement projects that do
19 not lead to new general land construction. And secondly,
20 many front-line community residents are very concerned
21 about the CTC's approval of the I-15 expansion, which we
22 believe will create an increase in VMTs and adverse health
23 Impacts for EJ communities. Could you explain how the new
24 and improved CAPTI and the new TCEP guidelines would
25 prevent, or possibly fail to prevent, projects like the

1 I-15 expansion in the future?

2 Thank you.

3 BOARD CLERK LEVRINI: Thank you.

4 CTC CHAIR GUARDINO: We should let the speaker
5 know that Darwin has stepped out, so don't feel ignored.
6 I'm sure he'll get back with you.

7 BOARD CLERK LEVRINI: Thank you.

8 Marissa Wu, I have activated your mic. You may
9 unmute and begin.

10 MARISSA WU: Good afternoon. This is Marissa Wu
11 with The Greenlining Institute. We wanted to express
12 strong support for the CAPTI action updates presented, and
13 in particular speak to prioritizing TCEP funding for
14 projects that mitigate passenger VMT.

15 TCEP continues to fund the most VMT increase in
16 projects out of the competitive transportation programs.
17 This is a program that has historically invested in
18 highway expansions that increase passenger VMT and expose
19 environmental justice communities, low-income communities
20 of color, and formerly red-lined neighbors to
21 disproportionately high levels of pollution, leading to
22 negative health incomes including higher mortality rates,
23 higher levels of asthma, and other chronic illnesses.

24 There was some discussion in the room on the
25 financial project costs of VMT mitigation. And I want to

1 respectfully emphasize of the human cost of failing to
2 mitigate VMT is real, severe and often irreversible.
3 Making VMT mitigation a meaningful scoring criteria for
4 TCEP is a critical action that will help improve climate
5 and health equity for the most impacted Californians and
6 help us reach our State climate goals.

7 Thank you for your time.

8 BOARD CLERK LEVRINI: Thank you.

9 Kyle Heiskala, I have activated your microphone.
10 You may unmute and begin.

11 KYLE HEISKALA: Hello. My name is Kyle Heiskala.
12 I am a Policy Co-Director at Environmental Health
13 Coalition. I'm calling in from the San Diego-Tijuana
14 region to urge the joint agencies to double down on
15 reducing vehicle miles traveled. As many environmental
16 justice communities rely on buses to get to work or
17 school, and as many as a third of Californians cannot
18 drive, many EJ members cannot and will not be able to
19 afford a car, and many of our residents in the region have
20 been advocating for years for a mass transit system that
21 works for them.

22 It's clear that the GHG emissions and per capita
23 VMT are not going down and continue to increase. This is
24 not an accident. And to Board Member Hurt's point, this
25 is a reflection of where government investments are

1 currently going.

2 According to the NextGen report on VMT in 2023,
3 the VMT goal in the Scoping Plan can be responsible for
4 three times the emission reductions compared to the
5 Advanced Clean Cars II. Transit can and will work for our
6 state, even for areas like Riverside or San Joaquin
7 Valley, if only we build the right transit projects that
8 connect our cities and regions.

9 I please request that CARB, CTC, and HCD
10 leadership publish cost estimates and how much the State
11 should be investing each year in public transit in order
12 to help meet the VMT goals. That data is needed, so that
13 the State budgets can reflect the actual need. Without
14 that, we're heading towards a goal without knowing how
15 much it will cost to get there. So please take a more
16 aggressive approach as a state to invest in the public
17 transportation systems that our environmental justice
18 communities desperately need for a future where people can
19 get to where they work, learn and play without requiring a
20 car.

21 Thank you.

22 BOARD CLERK LEVRINI: Thank you.

23 Sarkes Khachek I have activated your mic. You
24 may unmute and begin.

25 SARKES KHACHEK: Thank you. Can you hear me?

1 BOARD CLERK LEVRINI: Yes, sir.

2 SARKES KHACHEK: Thank you. Hi. Sarkes Khachek,
3 Director of Programming with the Santa Barbara County
4 Association of Governments. Thank you, Chair Randolph,
5 Guardino, Director Velasquez, Board members, and
6 Commissioners. We would like to thank Darwin and the
7 CalSTA team for a all the collaboration and partnership on
8 CAPTI and implementing all the State goals.

9 We are a member of the Central Coast Coalition
10 and we provided a letter for the meeting today. The
11 Central Coast Coalition is composed of the Metropolitan
12 Planning Organizations, regional agencies, and self-help
13 counties on the central coast. So we help plan, fund and
14 deliver projects with Caltrans and local partners.

15 We do support State goals on housing, climate,
16 and transportation, including those goals included in
17 CAPTI. We are an important partner in terms of delivering
18 on projects included in our RTPs and our SCSs. And we
19 rely on a combination of federal, State, and local
20 funding. So it's a really complicated picture that we
21 have when it comes to taking funding together and
22 partnering with the State to meet these goals. So we do
23 appreciate the comments that one size does not fill all.

24 There was one comment in the letter that I did
25 want to express today, and that's regarding the action to

1 update the SCCP guidelines, and that there's a focus
2 beyond VMT neutral in order to compete in the program.
3 For us, when we submit applications, we may not include
4 every single project that is included in a multimodal
5 corridor. We have projects that are often funded outside
6 of SB 1 with other local or regional funding. So we do
7 have concern about looking at VMT neutral in terms of a
8 priority for the Congested Corridors Program, and we ask
9 that that -- that more attention and flexibility be given
10 on this topic.

11 Thank you very much.

12 BOARD CLERK LEVRINI: Thank you.

13 Wes Reutimann, I have unmute -- I have activated
14 your mic. You may unmute and begin. Thank you.

15 WES REUTIMANN: Good day, Board members,
16 Commissioners, and staff. Wes Reutimann with Active San
17 Gabriel Valley. We're a place-based organization
18 headquartered in one of the most pollution burdened Cal --
19 or communities in California in the San Gabriel Really,
20 not too far away from you all today.

21 And we very much appreciate the progress that has
22 been made to day bay, CARB, CTC, HCD in addressing air and
23 climate pollution from the transportation sector.
24 However, staff shared the State's transportation
25 investments continue to result in a net increase in

1 traffic. It's very clear we are in a hole and we need to
2 stop digging.

3 The CAPTI principles are strong. Our
4 organization is very much supportive of the proposed
5 update to the action plan. However, to meet our goals, we
6 need to embrace stronger actions, including setting
7 spending goals for active and public transit
8 infrastructure to achieve the mode shift that is required
9 to reach CARB's Scoping Plan VMT targets. This is
10 especially clear on the active transportation side. The
11 most recent ATP cycle, there were over 2.2 billion in
12 requests. Yet, only a 185 million is going to be made
13 available to applicants.

14 In my organization's service area, we have about
15 2.2 million Californians. That's going to mean that only
16 one or two projects is likely to receive funding. And
17 this impacts rural communities, communities of all sizes
18 that cross the State of California, since, as you all
19 know, there's tremendous interest making our -- making our
20 cities walkable, safe, and bike-friendly, so families can
21 get to school without having to be in a mile line queue
22 for drop off.

23 We also really urge the updated plan to
24 prioritize highway projects that avoid destruct -- further
25 destruction of homes and businesses, as well as fully

1 mitigate the VMT impacts in the TCEP, and Solutions for
2 Congested Corridors programs.

3 In light of the incoming administration, I think
4 the need for California leadership on sustainable health
5 and transportation is greater than ever.

6 Thank you.

7 BOARD CLERK LEVRINI: Thank you.

8 Sofia Rafikova, I have activated your mic. You
9 may unmute and begin.

10 SOFIA RAFIKOVA: Yes. Good afternoon,
11 Commissioners and Board members. Sofia Rafikova with the
12 Coalition for Clean Air. California has two climate
13 action targets, SB 32 and AB 1279, which both require
14 California to reduce the statewide greenhouse gas
15 emissions to 40 and 85 percent below 1990 level by 2030
16 and 2045. In order to achieve these targets, Governor
17 Newsom signed an Executive Order that led to the creation
18 of CAPTI.

19 We're now three years later and CAPTI has
20 successfully managed to complete all of its original
21 proposed actions. However, as we heard during the SB 150
22 presentation today, VMT and GHG emissions have continued
23 to increase despite our efforts. And this is further
24 amplified by the report by the Mineta Transportation
25 Institute study. And there are questions today about how

1 do we effectively reverse this trend.

2 And one such solution is having stronger actions
3 within CAPTI. And this is why we strongly support the
4 currently proposed actions, especially those that require
5 projects to mitigate their VMT to be more competitive for
6 TCEP funding and to require the SCCP program to be VMT
7 neutral.

8 Encouraging VMT reduction in these program will
9 make them more effective in the long run. The more
10 opportunity there are for people to choose not to drive,
11 the less congestion we'll experience on our roads. And
12 then implementing these actions will also better align CTC
13 and CARB actions, as CARB's scoping plan already called
14 for reducing VMT by 25 percent. And finally, these
15 actions will not only save Californian's life in the long
16 term by reducing impacts of climate change and improving
17 air quality, but will have significant short-term benefits
18 as well, by improving pedestrian and cycle safety and
19 reducing the number of deadly car crashes.

20 We urge you to support CAPTI as it is currently
21 proposed in order to protect Californians, our planet and
22 comply with State law.

23 Thank you.

24 BOARD CLERK LEVRINI: Thank you.

25 Maurissa Brown, I have activated your mic. You

1 may unmute and begin.

2 MAURISSA BROWN: Hi, folks. Can you hear me?

3 BOARD CLERK LEVRINI: Yes.

4 MAURISSA BROWN: Okay. Great. Thank you so
5 much. Maurissa Brown with The Greenling Institute. I
6 work on reducing the pollution impact of medium- and
7 heavy-duty vehicles. Thank you so much for the
8 opportunity to speak today.

9 So I personally, as a resident of California,
10 have lived in a couple places in Southern California,
11 including Riverside, in which I resided in for two years.
12 Though I lived in Riverside, I worked in Los Angeles and I
13 had to drive a single-occupancy vehicle to get to work. I
14 spent two hours going to work and two hours, sometimes
15 more, coming back from work five days a week. This is not
16 a unique story.

17 We know that through research and science-based
18 evidence, highway expansions increase traffic congestion,
19 and in the long term, they increase pollution, they
20 increase traffic safety risk and noise, as well as cause
21 both direct and indirect displacement and the taking of
22 homes in communities already most burdened by
23 environmental injustices and by our state's housing
24 crisis.

25 We urge that the State transportation investments

1 focus on converting general purpose lanes and HOV lanes to
2 express lanes and not continue to expand the highway
3 system by adding new lanes. We urge that CalSTA, CTC, and
4 Caltrans put people first and accelerate the
5 implementation of SB 960 by identifying opportunities on
6 how to implement transit priority infrastructure on the
7 State highway system, so people don't have to have my
8 experience of traveling two hours to get to work,
9 sometimes more, and two hours back just to make a
10 livelihood.

11 Thank you.

12 BOARD CLERK LEVRINI: Thank you.

13 Kiana Valentine, I have activated your mic. You
14 may unmute and begin.

15 KIANA VALENTINE: Thank you. Kiana Valentine,
16 Executive Director with Transportation California, which
17 represents the statewide transportation construction
18 industry that designs, builds, repairs and maintains the
19 state's multimodal transportation infrastructure.

20 We applaud the state for its real progress in
21 better aligning transportation programs with its climate
22 goals and for the overall reduction of vehicle miles
23 traveled and greenhouse gas emissions across the portfolio
24 of CAPTI programs, and increase in multimodal investments
25 and equity outcomes in disadvantaged communities, while

1 maintaining positive jobs indicators. These
2 accomplishments were realized while maintaining
3 flexibility to design and deliver projects that reflect
4 regional differences, project-specific contexts, and
5 community needs.

6 We also acknowledge that there's more work to be
7 done and support several of the recommendations within the
8 draft actions update. However, with my two minutes of
9 time today, I'm going to focus on the draft actions that
10 the industry has serious concerns with, chiefly the two
11 proposals related to VMT reduction or neutrality within
12 the TCEP and SCCP programs.

13 While reducing VMT is a laudable goal that helps
14 deliver reductions in greenhouse gas emissions and other
15 air contaminants and promotes more sustainable healthy
16 communities, some transportation projects applying for
17 competitive grant programs may increase VMT, but remain
18 absolutely necessary in the pursuit of safety
19 improvements, emergency evacuation needs, and/or are
20 unavoidable considering the community's unique
21 characteristics.

22 Projects often funded by SB 1 programs like the
23 TCEP include active transportation components and increase
24 accessibility that would otherwise not be built but for a
25 VMT-increasing project. Plus, we are implementing SB 375

1 and mitigating VMT to the greatest extent possible. I am
2 also out of time, so I look forward to putting the rest of
3 my comments into a letter and submitting them to the Board
4 and Commission.

5 Thank you so much.

6 BOARD CLERK LEVRINI: Thank you.

7 Joseph Gallagher, I have activated your mic. You
8 may unmute and begin.

9 JOSEPH GALLAGHER: Hi, everyone. Thank you very
10 much for the informative presentation. Really appreciate
11 it. I wanted to express my gratitude and express
12 additionally that I hope that the Committee passes the
13 motorcycle emissions for EVs which is greatly needed. It
14 causes 20 times more pollutants than a car does in a mile
15 of traffic, so that I hope that the Committee understands
16 this. And we need this to be passed, so we can reduce the
17 carbon footprint for motorcycles that travel on our road,
18 which produce 20 times more pollutants than a car does in
19 the same distance traveled.

20 Thank you very much.

21 BOARD CLERK LEVRINI: Thank you.

22 And our last commenter is Kevin Maggay. I have
23 activated your mic. You may unmute and begin.

24 KEVIN MAGGAY: Sorry about that. Hello Board
25 members and Commissioners. My name is Kevin Maggay and

1 I'm with International Motors, formerly known as Navistar.
2 International is a truck and bus manufacturer. We have
3 conventional ICE vehicles and we have electric truck and
4 bus offerings. International is also part of PACT, or
5 Powering America's Commercial Transportation, whose
6 mission is to drive policies that accelerate the
7 deployment of commercial vehicle charging infrastructure,
8 but I'm speaking today on behalf of International.

9 I'm very happy to see your agencies working
10 together to move the transportation industry forward and
11 we really appreciate your efforts. We truly need a whole
12 of government approach on this. For CAPTI, we support the
13 concept of a central delivery team for freight to guide
14 planning and investments. We do think that manufacturers
15 should have a seat at that table. And we think that the
16 team should have a primary focus on infrastructure.
17 Infrastructure is key to the transition of zero-emission
18 transportation in all sectors including transit,
19 commercial trucking, school buses, and construction.

20 With that said, I'm here today to also bring your
21 attention to a recent decision by the PUC, as required by
22 SB 410. The PUC was supposed to set energization
23 timelines that utilities were required to meet for
24 transportation electrification projects. We saw this as
25 an important opportunity to expedite projects to support

1 electric vehicles. Unfortunately, what the PUC ultimately
2 decided was on an extremely flexible timeline with no real
3 teeth and determine that they will not prioritize
4 transportation projects even though they're obligated
5 parties through several regulations, including Innovative
6 Clean Transit, ACT and ACF. This does not move the needle
7 on expediting infrastructure, which was the intent of SB
8 410.

9 CPUC has told us that they'll look further into
10 these issues in a phase two of the docket and we will
11 participate, but we are a little concerned that this
12 decision os foreshadowing of upcoming decisions. We
13 politely urge your agencies at all levels from the Boards,
14 to executive, to staff to educate your counterparts at the
15 PUC about the urgent need to deploy infrastructure quickly
16 and at a large scale. We'd be happy to meet with you and
17 your staff if you'd like more information.

18 Thank you.

19 BOARD CLERK LEVRINI: Thank you. And that
20 concludes our in-person and Zoom commenters. I will turn
21 the mic back to Chair Randolph.

22 Thank you.

23 CARB CHAIR RANDOLPH: All right. Thank you.

24 Well, since we had our Board discussion earlier,
25 I think now it's time for wrapping up this conversation

1 with CARB's Executive Officer Steven Cliff to summarize
2 some of the key themes and next steps that we discuss
3 today.

4 CARB EXECUTIVE OFFICER CLIFF: Thank you, Madam
5 Chair. Great discussion. We heard a lot today around
6 better aligning the state's climate, housing and
7 transportation programs to meet VMT reduction goals of the
8 Scoping Plan and to support implementation of regional
9 Sustainable Communities Strategies under SB 375. We also
10 heard results from the SB 150 data dashboard that
11 indicated that the state is not on track to achieve these
12 goals and that CAPTI 2.0 -- CAPTI and REAP 2.0 were
13 helpful actions.

14 Chair Guardino shared how SB 1 funding programs
15 have evolved to reflect CAPTI and funded some innovative
16 transportation projects that reduce VMT. Director
17 Velasquez highlighted the number of housing units under
18 development now that we have features to reduce VMT.
19 These examples reflect the power of our agencies to shape
20 housing and transportation options to reduce VMT.

21 As Board Member Balmes pointed out, reducing VMT
22 is a very challenging issue given the magnitude of the
23 change necessary. We have a lot more work to do. And
24 with that in mind, I'd like to highlight a couple of next
25 steps based on the discussion today.

1 We heard a lot of interest in CAPTI actions. As
2 CAPTI is a multi-agency strategy, I think that we should
3 also seek that our agencies can explore opportunities to
4 further collaborate on the success of CAPTI and look for
5 opportunities to bring CAPTI issues before a future joint
6 meeting where fruitful.

7 We also heard Board Member Guerra's request to
8 highlight the success of REAP. And so I would ask that
9 staff explore what may be possible in terms of
10 accomplishing that.

11 Commissioner Elliott talked about the Executive
12 Order N-2-24. And we noted throughout the discussions, a
13 lot of work that is happening across State agencies to
14 implement that Executive Order regarding infill housing
15 that supports VMT reductions and strategies in the
16 Sustainable Communities Strategies. And given that, this
17 order has a clear overlap with the missions of all three
18 our agencies, I would ask that staff develop an item for a
19 future joint meeting that addresses the work of carrying
20 out this Executive Order. And I know from some off-line
21 discussions with Commissioner Elliott, he would be very
22 supportive of that.

23 We also heard some comment from stakeholders
24 about the SB 375 planning framework. And I'll just note
25 that our three agencies have recently been invited to

1 participate in a dialogue between State agencies and MPOs.
2 And that has an aim to further a dialogue about the
3 important issues. So it's my hope that that dialogue can
4 be the opportunity and forum for advancing those important
5 conversations.

6 And then last, we heard a lot of interest among
7 various parties in all of these issues in the public
8 comment. And I will just say that for our part, CARB
9 staff are planning to host public conversations next year
10 related to the SB 375 program, specifically around the GHG
11 emissions reduction targets and the SCS program and
12 evaluation guidelines. And I'd encourage stakeholders to
13 participate, if interested.

14 Chair Randolph, that concludes my comments.

15 CARB CHAIR RANDOLPH: Thank you.

16 So that concludes our final item for this
17 meeting. So, Chair Guardino, do you have any closing
18 remarks?

19 CTC CHAIR GUARDINO: Only that if we end now, we
20 end precisely on the time we promised the public.

21 CARB CHAIR RANDOLPH: Oh, I like that.

22 Director Velasquez.

23 HCD DIRECTOR VELASQUEZ: Nothing else to say.

24 Thank you.

25 CARB CHAIR RANDOLPH: Okay. Thank you all for a

1 really robust discussion and all those great
2 presentations. And, you know, we absolutely know we need
3 to continue to collaborate with our State agency partners
4 in between these meetings, keep this work going, keep the
5 progress going. And so we look forward to doing that
6 going forward.

7 Thank you for attending the CARB, CTC, and HCD
8 joint meeting. The meeting is now adjourned.

9 (Thereupon the California Air Resources
10 Board, California Transportation Commission, and
11 California Department of Housing and Community
12 Development meeting adjourned at 12:32 p.m.)
13
14
15
16
17
18
19
20
21
22
23
24
25

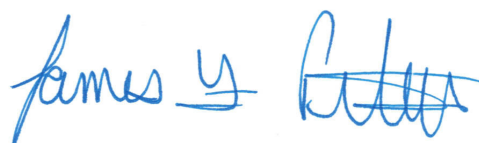
CERTIFICATE OF REPORTER

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 17th day of November, 2024.



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