

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

ZOOM PLATFORM
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APPEARANCES

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Hector De La Torre

John Eisenhut

Senator Dean Florez (Remote)

Eric Guerra

Lynda Hopkins

Dawn Ortiz-Legg

Cliff Rechtschaffen

Susan Shaheen, PhD

Diane Takvorian (Remote)

CTC COMMISSIONERS:

Darnell Grisby, Chair

Clarissa Reyes Falcon, Vice Chair

Senator Dave Cortese (Remote)

Lee Ann Eager

Jason Elliott

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Zahirah Mann

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Doug Remedios, Interim Deputy Director, Administration and
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Matthew Yosgott, Deputy Director, SB 1 Programming

HCD STAFF:

Gustavo Velasquez, Director

Sarah Poss, Chief, Office of Policy and Program Support

Gabriela Zayas del Rio, Climate and Transportation Manager

ALSO PRESENT:

Martha Armas-Kelly, Interagency Transportation Equity
Advisory

Gregory McAteer, California Association of Councils of
Governments

Sophia Rafikova, Coalition for Clean Air

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PROCEEDINGS

CTC CHAIR GRISBY: Good afternoon, Board members, fellow Commissioners, Director of Velasquez. We're starting. Yeah, apparently.

A warm welcome to the new CARB Members, Linda Hopkins, Todd Gloria, Corey Jackson, and Dawn Ortiz-Legg. Welcome to our vibrant State Capital, Sacramento, for our biannual joint meeting between the California Transportation Commission, California Air Resources Board, and California Department of Housing and Community Development.

I look forward to today's conversation with our agency partners. We'll begin today's meeting with an update from Commissioner -- I mean, Commission Executive Director, Tanisha Taylor on the efforts of our interagency team since the last joint meeting followed by a series of presentations on the California Transportation Plan and Transit Transformation Task Force.

Hannah Walter, Deputy Division Chief for the Caltrans Division of Transportation Planning will provide a high level overview on the update to the California Transportation Plan.

Hannah will discuss plan components as well as the collaborative effort and key dates supporting the plan's rollout. We'll look forward to learning more about

1 the scope and status of the CTP update, as well as the
2 engagement process to develop a long range plan that
3 recognizes the needs of the State and sets forth a
4 sustainable and equitable vision for the statewide
5 multi-modal transportation system that supports the
6 state's economic growth.

7 Next, Hunter Owens, Research Data Manager for the
8 Caltrans Division of Data and Digital Services will
9 present on the work of the Transit Transformation Task
10 Force -- say that fast five times.

11 (Laughter).

12 CTC CHAIR GRISBY: -- established by Senate Bill
13 125. CalSTA appointed 25 members to the State Transit
14 Transformation Task Force. Senate Bill 125 required
15 CalSTA to establish a task force by January 2024 to grow
16 transit ridership, improve transit experience, and address
17 long-term operational needs. CalSTA, in consultation with
18 the Task Force, is required to prepare and submit findings
19 and policy recommendations based on the task force efforts
20 to the Legislature on or before October 31st, 2025.

21 Today's presentation will cover the work of the
22 task force and the upcoming preparation of the final
23 recommendations report. We look forward to reviewing the
24 final recommendations report when it is submitted to the
25 Legislature later this year, and implementing this vision

1 in the work that we do here at the Commission.

2 Now, perhaps more than ever, it is critically
3 important that we continue coordinating transportation,
4 climate, air quality, equity, housing, and economic policy
5 to ensure that our long range planning efforts and our
6 commitment to transform transit continue to advance the
7 achievement of our state's goals. Once again, we are
8 happy to be here and we look forward to today's
9 discussions.

10 That concludes my remarks and I will -- am
11 pleased to turn it over to CARB Chair Liane Randolph.

12 Thank you.

13 CARB CHAIR RANDOLPH: All right. Thank you so much, Chair
14 Grisby. Are we -- do we need to call the roll or did I
15 miss that while I was trying to do my WiFi?

16 We do. Okay. All right. So let's -- I'll turn
17 it over to the CARB clerk to call the CARB Board members.

18 CARB BOARD CLERK GARCIA: Thank you.

19 Dr. Balmes.

20 CARB BOARD MEMBER BALMES: Here.

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

22 Mr. Eisenhut.

23 CARB BOARD MEMBER EISENHUT: Here.

24 CARB BOARD CLERK GARCIA: Senator Florez?

25 CARB BOARD MEMBER FLOREZ: Florez here.

1 CARB BOARD CLERK GARCIA: Mayor Gloria?

2 Mr. Guerra?

3 CARB BOARD MEMBER GUERRA: Here.

4 CARB BOARD CLERK GARCIA: Ms. Hopkins?

5 CARB BOARD MEMBER HOPKINS: Present.

6 CARB BOARD CLERK GARCIA: Senator Jackson?

7 Ms. Ortiz-Legg?

8 CARB BOARD MEMBER ORTIZ-LEGG: Here.

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

10 Mr. Rechtschaffen?

11 CARB BOARD MEMBER RECHTSCHAFFEN: Here.

12 CARB BOARD CLERK GARCIA: Dr. Shaheen?

13 CARB BOARD MEMBER SHAHEEN: Here.

14 CARB BOAR CLERK GARCIA: Senator Stern?

15 Ms. Takvorian.

16 CARB BOARD MEMBER TAKVORIAN: Here.

17 CARB BOARD CLERK GARCIA: Chair Randolph?

18 CARB CHAIR RANDOLPH: Here.

19 CARB BOARD CLERK GARCIA: Madam Chair, we have a

20 quorum.

21 CARB CHAIR RANDOLPH: Thank you. Thank you,
22 Chair. And congratulations on your appointment as Chair
23 of the Commission. And our thanks to the Commission for
24 hosting today's meeting.

25 And as the Chair mentioned, CARB has four new

1 Board members since our last joint meeting, Mayor Todd
2 Gloria, Supervisors Linda Hopkins and Dawn Ortiz-Legg, and
3 Assemblymember Dr. Corey Jackson. So welcome to all of
4 you.

5 As we all know, the transportation sector
6 continues to be California's largest contributor to
7 greenhouse gas emissions. Achieving carbon neutrality by
8 2045, which the Legislature required in AB 1279, will
9 require significant changes in how, when, and where
10 Californians travel.

11 In fact, the path to carbon neutrality called for
12 by the State Scoping Plan indicates that regulations to
13 drive zero-emission vehicle adoption will not be enough.
14 California still must reduce vehicle miles traveled by 30
15 percent by 2045 in order to achieve carbon neutrality by
16 that date. Moreover, given the uncertainties at the
17 federal level and the loss of incentive funding for
18 zero-emission vehicles, it is now even more imperative
19 that we redouble our efforts to reduce vehicle miles
20 traveled.

21 Meeting our target will require changes in the
22 types of transportation projects that we fund as a state,
23 as well as in California's pattern of land development.
24 So I look forward to a robust discussion about how the
25 California Transportation Plan and the Transit

1 Transformation Task Force efforts can address these
2 challenges and how our three agencies can work together to
3 support them and create more sustainable communities in
4 California.

5 And with that, I pass it back to you, Chair
6 Grisby.

7 CTC CHAIR GRISBY: Thank you, Chair.

8 Next, we'll hear from Director Gustavo Velasquez
9 for his opening remarks.

10 HCD DIRECTOR VELASQUEZ: Thank you. Good
11 afternoon Chair Grisby, Chairwoman Randolph,
12 Commissioners, Board members, members of the Public. It's
13 been an incredibly busy first trimester in 2025. I just
14 want to highlight the Governor's call to action across the
15 State government to support the communities devastated by
16 the wildfires in early January, while maintaining our push
17 to preserve and build more safe, quality, and affordable
18 housing throughout the state. I've been in the LA area
19 working with communities in Altadena and Palisades for the
20 last several weeks. And I am inspired by the resiliency
21 of these communities rallying together and the partnership
22 that we have built with the County of LA, the City of LA
23 standing up the State Housing Task Force, making sure that
24 people are protected as they confront this tragedy,
25 including securing millions of dollars in federal support

1 to accelerate wildfire recovery and working under the
2 Governor's Executive Orders to ensure that the rebuilding
3 happens quickly -- as quickly as we can.

4 I also want to uplift a couple things that we are
5 working on that speak very much to the actionable steps
6 that brings us together here in this joint committee. We
7 all know the principles that brings us together making
8 sure that our housing planning, our transportation
9 planning and our efforts across the state on climate work
10 together and have the -- have similar objectives.

11 And so, I want to make sure that everybody knows
12 we are in round nine of the Affordable Housing and
13 Sustainable Communities Program. Now, this competition is
14 open for nearly \$800 million being made available to
15 continue supporting the development of sustainable,
16 connected, and affordable communities.

17 And I want to just highlight some numbers that I
18 think give you a sense of how interconnected our efforts
19 are between climate and housing. Four billion dollars in
20 Cap-and-Trade dollars have been awarded under this
21 program. This isn't just building 20,000 new affordable
22 house across the state. It's also building 1,500 miles of
23 bike lanes that have been added or improved in nearly 800
24 new buses and shuttles that were purchased through this
25 program. It's a housing program, but it cannot just be

1 housing. It has to be housing as long as it meets our
2 climate goals. These investments are the equivalent of
3 eliminating over 41,000 cars from the road each year,
4 reducing vehicle miles driven by 512 million miles yearly,
5 and avoiding nearly eight million metric tons of
6 greenhouse gas emissions.

7 This is a housing program, the Affordable Housing
8 and Sustainable Communities program under Cap-and-Trade,
9 and we are grateful to be on round nine of that program.
10 Very important year, of course, or GGRF as we all know.

11 And secondly, nearly \$400 million available in
12 our multi-family super competition six programs combined.
13 This is something that the Governor has been asked how can
14 we ensure that we, in the Administration, are working hard
15 to harmonize, consolidate, integrate our housing funding
16 program, so that we can make housing dollars available
17 faster. Time is money, of course, in this industry. That
18 is why also he has proposed in his January budget the
19 creation of a new housing homelessness agency. There's a
20 bifurcation that is intended to happen between Consumer
21 Affairs and Protection and housing. And the goal -- one
22 of the goals of these new housing and homelessness agency
23 is to continue to integrate our programs in a way that
24 housing production happens faster.

25 So we are under this multi-family super

1 competition putting available nearly \$400 million that
2 will again expedite and bring to scale the level of
3 affordable housing that we need on -- here in the state of
4 California.

5 So again, in closing, housing, transportation,
6 climate challenges and solutions are too way too
7 interconnected to work in silos and HCD is pleased to work
8 closely with really at the staff level. You know, this --
9 all the staff from HCD, CTC, CARB work so well together,
10 and we appreciate the partnership -- the continuing
11 partnership now and for the years to come.

12 Thank you.

13 CTC CHAIR GRISBY: All right. Thank you.

14 First, I want to acknowledge Senator Cortese has
15 joined us. And at this time, can we call the roll for the
16 CTC.

17 CTC CLERK REMEDIOS: Thank you, Chair Grisby.

18 Commissioner Bradshaw.

19 Commissioner Cruz.

20 Commission Eager.

21 CTC COMMISSIONER EAGER: Here.

22 CTC CLERK REMEDIOS: Commissioner Elliott.

23 CTC COMMISSIONER ELLIOTT: Here.

24 CTC CLERK REMEDIOS: Chair Falcon.

25 Vice Chair Falcon. Sorry.

1 CTC VICE CHAIR REYES FALCON: Thank you, Douglas.
2 Here.

3 CTC CLERK REMEDIOS: Commissioner Guardino.
4 Commissioner Lugo.
5 Commissioner Mann.

6 CTC COMMISSIONER MANN: Here.

7 CTC CLERK REMEDIOS: Commissioner Tiffany.

8 CTC COMMISSIONER TIFFANY: Here.

9 CTC CLERK REMEDIOS: Chair Grisby.

10 CTC CHAIR GRISBY: Present.

11 CTC CLERK REMEDIOS: Senator Cortese.

12 SENATOR CORTESE: Here.

13 CTC CLERK REMEDIOS: Assemblymember Wilson.

14 Chair, we have a quorum.

15 CTC CHAIR GRISBY: Thanks so much.

16 Are there any public comment based on the last
17 round of comments that we had from the dais, online or in
18 the room?

19 CTC ASSISTANT CLERK HALL: There are no public
20 comments on line.

21 CHAIR GRISBY: Great. Thanks so much.

22 Next, we will see if there's any comments or
23 questions from Commissioners, Board, or executive
24 leadership on what you just heard.

25 Hearing none, we will take public comments. We

1 already did that.

2 Let's turn it over to Director Taylor to provide
3 the presentation.

4 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you.

5 I'll wait a minute for the slides to get up.

6 (Slide presentation).

7 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you. Good
8 afternoon, Commissioners, Board members, and Director
9 Velasquez, and welcome to the new CARB Board Members,
10 Linda Hopkins, Todd Gloria, Corey Jackson, and Dawn
11 Ortiz-Legg. It's really exciting to be here with you all.

12 I am pleased that we are hosting today's joint
13 meeting to coordinate statewide transportation, climate,
14 and housing policy with our partners at the Air Resources
15 Board and the Department of Housing and Community
16 Development. My presentation touches on the work our
17 agencies have been doing since our last joint meeting to
18 advance our shared policy goals and improve the lives of
19 all Californians.

20 Next slide, please.

21 [SLIDE CHANGE]

22 CTC EXECUTIVE DIRECTOR TAYLOR: On November 7th
23 2024, our agencies convened to hold the fall joint meeting
24 in Riverside.

25 Next slide, please.

1 [SLIDE CHANGE]

2 CTC EXECUTIVE DIRECTOR TAYLOR: The meeting was
3 centered on State initiatives to align, climate, housing,
4 and transportation policy with a focus on Senate Bill 150,
5 which tasks CARB with preparing a report to the
6 Legislature to discuss progress related to the Sustainable
7 Communities Act, an update to the Climate Action Plan for
8 Transportation Infrastructure, or CAPTI, and
9 implementation of HCD's Regional Early Action Planning
10 grant program.

11 Next slide, please.

12 [SLIDE CHANGE]

13 CTC EXECUTIVE DIRECTOR TAYLOR: CARB reported on
14 the Senate Bill 150 dashboard, which provides a reporting
15 mechanism and illustrates progress towards implementation
16 tied to the Sustainable Communities Act or Senate Bill
17 375. CalSTA, discussed the CAPTI framework and progress
18 to date since it was adopted in 2021, as well as propose
19 changes to CAPTI to further target additional reductions
20 of greenhouse gas emissions. HCD provided an update on
21 the regional early action programs work to support new
22 housing development at all affordability levels.

23 Next slide, please.

24 [SLIDE CHANGE]

25 CTC EXECUTIVE DIRECTOR TAYLOR: Now, I'll provide

1 updates on the work our agencies have been doing since our
2 last joint meeting.

3 Next slide, please.

4 [SLIDE CHANGE]

5 CTC EXECUTIVE DIRECTOR TAYLOR: In the midst of
6 unprecedented extreme weather events, the State is
7 actively coordinating our efforts to respond to the
8 ongoing need to advance climate action and support
9 vulnerable communities. This past January, catastrophic
10 wildfires caused immense damage in Los Angeles county
11 upending the lives of thousands of people.

12 At the March Commission meeting, we heard a
13 powerful presentation from the City of Pasadena discussing
14 their role in responding to the Eaton Fire, which started
15 on January 7th, 2025, in the Eaton Canyon nestled in the
16 San Gabriel Mountains of Los Angeles County.

17 Next slide, please.

18 [SLIDE CHANGE]

19 CTC EXECUTIVE DIRECTOR TAYLOR: The Commission,
20 CARB, and HCD would like to thank all that provided
21 support responding to the Los Angeles County wildfires.
22 In particular, we would like to thank our first responders
23 for their tireless efforts. We'd also like to share a
24 short video with you that highlights evacuation efforts
25 led by Pasadena Transit.

1 Our first thought of first responders is not
2 usually our transit providers, but this is a reminder of
3 the vital role transit plays during emergency evacuations.

4 (Thereupon a video was played.)

5 CTC EXECUTIVE DIRECTOR TAYLOR: Once again,
6 thanks again to all that helped.

7 Next slide, please.

8 [SLIDE CHANGE]

9 CTC EXECUTIVE DIRECTOR TAYLOR: Extensive
10 coordination between State agencies and local
11 jurisdictions continues and is key to a successful
12 recovery from the wildfires. HCD is working to respond to
13 barriers that limit rapid rebuilding. It is this work
14 that informed the development of Executive Order N-20-25.
15 This Executive Order gives local agencies the discretion
16 to determine whether a given rebuild meets the criteria
17 for suspension of CEQA and Coastal Act permitting
18 requirements, and allows jurisdictions to provide property
19 owners with copies of existing building plans without
20 obtaining permission from the original architect --
21 architect or engineer.

22 Increased housing development may include
23 rebuilds that add gentle density, such as an accessory
24 dwelling unit, or ADU. HCD is consulting with
25 fire-impacted communities and other stakeholders to

1 develop a \$96 million Notice of Funding Availability
2 exclusively for multi-family housing development sites in
3 fire-impacted areas.

4 Administrative solutions have been implemented to
5 leverage existing grant funds and adjust application and
6 reporting deadlines to facilitate streamlined recovery
7 efforts in fire-impacted communities, while working to
8 implement the Executive Orders.

9 Caltrans is also playing an active role to
10 support wildfire recovery. Caltrans continues to support
11 local law enforcement with traffic controls in the
12 Palisades and Altadena burn areas, and is helping evaluate
13 the potential for debris flow in burn scar areas. In
14 addition, Caltrans is assisting local governments with
15 debris removal route planning and helping to keep the
16 public informed of current recovery activities.

17 Next slide, please.

18 [SLIDE CHANGE]

19 CTC EXECUTIVE DIRECTOR TAYLOR: CARB's response
20 to the Southern California wildfires has included air
21 monitoring, public outreach, and cross-agency
22 coordination, as well as easing requirements and
23 restrictions where necessary to support recovery efforts.
24 This slide highlights some of the work -- some of the key
25 actions we have in these areas.

1 Next slide, please.

2 [SLIDE CHANGE]

3 CTC EXECUTIVE DIRECTOR TAYLOR: Executive Order
4 N-2-24, Action 4B, tasked CARB and partner agencies with
5 developing and proposing metrics to assess the climate and
6 environmental benefits of infill housing development.

7 Next slide, please.

8 [SLIDE CHANGE]

9 CTC EXECUTIVE DIRECTOR TAYLOR: CARB is assessing
10 existing metrics that are used in various State programs,
11 projects, and research for suitability and looking into
12 criteria that could guide the overall effort. CARB plans
13 on engaging with key partners this spring. One instance
14 of engagement would be through standing interagency work
15 groups, including the Housing, Transportation, Climate and
16 Conservation Subcommittee of the Interagency Housing and
17 Transportation Work Group Informally called HTC+C and NGO
18 partners as well.

19 Next slide, please.

20 [SLIDE CHANGE]

21 CTC EXECUTIVE DIRECTOR TAYLOR: At the recent
22 March Commission meeting held in Long Beach, CalSTA
23 provided an update on the final CAPTI 2.0, which was
24 released in February 2025 following a period of
25 stakeholder engagement. Four new strategies and 14 new

1 actions were included to further advance climate action.

2 One action is to update the Commission's Solution
3 for Congested Corridors Program guidelines to target a
4 programmatic VMT-neutral suite of investments. Another
5 action is to update the Commission's Trade Corridor
6 Enhancement Program guidelines to state that goods
7 movement projects that mitigate their passenger VMT
8 impacts are more competitive for funding.

9 Additionally, at the same March meeting,
10 Commissioners approved Resolution G-25-31, which begins
11 the Commission's work on the guidelines development
12 process. We look forward to engaging with our public
13 funding partners and stakeholders on this effort during
14 our next funding cycle.

15 Also, in March, the Interagency Task Force on
16 Mitigation Banks established through Executive Order
17 N-2-24 held its first meeting. Led by the Governor's
18 Office of Land Use and Innovation and comprised of CalSTA,
19 Caltrans, CARB, HCD, and the Business Consumer -- and the
20 Business Consumer Services and Housing Agency. The Task
21 Force will develop a framework for a statewide mitigation
22 bank. This Task Force supports CAPTI 2.0 implementation
23 by aligning infill housing, greenhouse gas emissions
24 reduction, and sustainable transportation goals.

25 Next slide, please.

1 [SLIDE CHANGE]

2 CTC EXECUTIVE DIRECTOR TAYLOR: This concludes my
3 presentation today for the progress report. And with
4 that, I will turn it back to you, Chair Grisby. Thank
5 you.

6 CTC CHAIR GRISBY: Thank you, Director Taylor.
7 Is there any public comment?

8 CTC ASSISTANT CLERK HALL: There are no comments
9 for this item.

10 CTC CHAIR GRISBY: All right. Thank you. Next,
11 we will hear from two presenters. First, we'll hear about
12 the update to the California Transportation Plan before
13 transitioning to a second presentation on the Transit
14 Transformation Task Force. I'll ask my fellow
15 Commissioners, Board members, and executive leaders to
16 hold their comments and questions until the end of the two
17 presentations, where we have reserved time for robust
18 discussion. If you have any minor clarifying questions,
19 we take those after each presentation.

20 First, turn it over -- first, we will go to
21 Hannah Walter to present the CTP.

22 (Slide presentation).

23 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
24 CHIEF WALTER: Okay. Thank you. Good afternoon,
25 everyone. Thanks for the opportunity to present on the

1 California Transportation Plan update. My name is Hannah
2 Walter. I am -- I work in the Division of Transportation
3 Planning at Caltrans. So the California Transportation
4 Plan is required by State and federal law. We have to
5 update it every five years. It has a 20-year planning
6 horizon and so we're working on that now.

7 Can you go to the next slide, please?

8 [SLIDE CHANGE]

9 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
10 CHIEF WALTER: Thanks. So for this update, this slide
11 shows you an overview of the general components of the
12 plan and the eight California Transportation Plan goals.
13 The components are required by statute. And so, I would
14 call out the strategies and recommendations. Those are
15 some of the most important parts of the plan.

16 The eight goals have not changed since the last
17 plan, so those have remained fairly consistent over time.
18 They are safety, climate, equity, accessibility, quality
19 of life and public health - that's one - economic
20 prosperity, the environment, and infrastructure. So those
21 are the eight goals.

22 So this document is really supposed to set a
23 pathway for how do we get from where we are now to where
24 we want to go in the future. And for this update in
25 particular, because it's hard to do everything with every

1 update, we really wanted to focus on what is a feasible
2 estimate of future conditions and how -- what are
3 meaningful steps that we could take to try to achieve our
4 greenhouse gas reduction and VMT reduction goals. So
5 that's what we really focused on in this update. And I
6 can talk about that more later.

7 Next slide, please.

8 [SLIDE CHANGE]

9 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
10 CHIEF WALTER: So here is a chapter overview. Just
11 summary, intro, an overview of the different
12 transportation modes, a deep dive into the eight goals.
13 And we have performance -- suggested performance measures
14 in that chapter. The strategy is where we talk about what
15 pathways we could use to meet our goals. And then our
16 fiscal analysis. And this year, we had AB 2086, which
17 requires us to really kind of the ground the plan in a
18 financial element that talks about the cost of
19 implementing the different strategies. So we try -- we
20 started responding to that too. That was actually passed
21 kind of late in our process, but we still incorporated it.

22 Next slide, please.

23 [SLIDE CHANGE]

24 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
25 CHIEF WALTER: This slide is looking at the main

1 discussion points or like the meat of the plan. And so
2 we're looking at our greenhouse gas reduction goals, our
3 vehicle miles traveled goals, and then how are we going to
4 address the gap in transportation revenues in the future.
5 Those are the three main areas of discussion.

6 And when we talked about these, we tried to make
7 a clear picture of if we look ahead 20 years -- so we
8 actually went through 2050, because the last plan went
9 through 2050. Technically, it would be 2045 for the 20
10 year horizon. So we put 2045 as a benchmark year and then
11 2050 as a benchmark year.

12 And what we did was we used our statewide travel
13 demand model to do technical analysis to support a look at
14 where do we think we'll be in the future for GHG and VMT.
15 And we also did a fiscal analysis looking at the revenues
16 and costs in the next 10 years. We worked with the CTC to
17 be in alignment with the SB 1121 report for that. But for
18 GHG and VMT, we tried to make a feasible scenario of
19 future conditions through 2050.

20 And then what we did was we looked at the goals
21 that we have currently in this state around GHG and VMT.
22 And then we proposed a suite of strategies that we could
23 do or consider to try to meet those goals to move from
24 where we are now or where we project to be -- where we
25 would be without any additional action to where we could

1 be if we implemented some different options. So that's at
2 a high level what the plan does. It also acknowledges the
3 work that MPOs and RTPAs are currently doing to meet those
4 goals, and the things that are currently in their RTPs
5 that show how they're working to meet those goals.

6 Okay. Next slide, please.

7 [SLIDE CHANGE]

8 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
9 CHIEF WALTER: So there's always a lot of partners at the
10 table helping make this possible, and this time is no
11 exception. So we have a Policy Advisory Committee, a
12 Technical Advisory Committee, a lot of subject matter
13 experts, and tribal outreach. We also have the
14 districts -- the Caltrans districts. So those were our
15 partners.

16 And thank you, by the way, to everyone at HCD,
17 CARB, and the CTC whose staff have helped us with this so
18 far.

19 Okay. Next slide, please.

20 [SLIDE CHANGE]

21 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
22 CHIEF WALTER: This is our timeline. So a high level
23 really what we're trying to do is release the draft for
24 public comment in July of this year and then start the
25 final approvals in September. We're supposed to finish

1 this plan by December of -- per statute. And that
2 concludes my presentation. Happy to answer any questions.

3 CTC CHAIR GRISBY: All right. Thanks so much.
4 Next, we'll hear from Hunter Owens from Caltrans to
5 present the Transit Transformation Task Force.

6 (Slide presentation).

7 CARB CHAIR RANDOLPH: Can I ask a very quick
8 clarifying question. So on the advisory committees, is
9 the Equity Advisory Committee also participating in the
10 CTP process?

11 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
12 CHIEF WALTER: We've given a presentation -- we've updated
13 the Equity Advisory Committee, but I would have to check
14 with my team whether members from the Equity Advisory
15 Committee are also on the Policy Advisory Committee. I
16 don't think so actually, but I will check and get back to
17 you.

18 CARB CHAIR RANDOLPH: Okay. Thank you.

19 CALTRANS RESEARCH DATA MANAGER OWENS: All right.
20 Thank you, all and good afternoon. My name is Hunter
21 Owens. I'm with Caltrans's Division of Data and Digital
22 Services representing CalSTA on this Transit
23 Transformation Task Force item here to give a briefing on
24 where we are in the effort and where we are going before
25 our deadline in October of this year, as the Chair

1 mentioned.

2 Let's go to the next slide, please.

3 [SLIDE CHANGE]

4 CALTRANS RESEARCH DATA MANAGER OWENS: So just as
5 background, SB 125, the budget bill of two years ago now,
6 at this point, did two primary things, one of which was
7 provided a substantial one-time infusion of new funds,
8 including from the GGRF to transit agencies, and then the
9 second part, which we are here discuss today, is it
10 created the Transit Transformation Task Force. This body,
11 comprised of 25 members, has been set up to provide
12 recommendations to the Legislature and the administration
13 on how we can transform transit.

14 The goal is not to just reverse the sort of long
15 too -- longer term longitudinal trend that we had seen
16 going from the 2010 to 2020 period and then sort of the
17 much more drastic decline we saw under COVID. Although we
18 have seen substantial recoveries including in certain
19 areas, recoveries from before where we were pre-COVID
20 ridership in California, but just to give some context.

21 You can see here that between 2008 and 2018,
22 transit ridership declined by about 10 percent in
23 California. And then those numbers have been
24 substantially more variable in the 2020 to 2025 period.
25 The goal here, rather than necessarily just getting us

1 back to where we were before COVID is to actually meet the
2 climate and equity goals our State has laid out.

3 Obviously, when we're talking about reducing VMT, transit
4 plays a key role in that process. And as I mentioned, the
5 report is going to be due to the Legislature in October of
6 this year.

7 Let's go to the next slide, please.

8 [SLIDE CHANGE]

9 CALTRANS RESEARCH DATA MANAGER OWENS: So just to
10 put us all in the transformation frame, you know, we
11 really want to go from these incremental goals of, you
12 know, how do I achieve, you know, my pre-COVID ridership,
13 get back to quote/unquote normal, to a transformational
14 goal. How do we actually meet that VMT reduction goal,
15 which is -- again is going to be there are ways to reduce
16 VMT -- there are many ways to reduce VMT, but very few are
17 as effective as transit. How can, you know, ridership
18 grow each year to how can we serve the majority of trips
19 in certain key dense regions, how can we -- you know, what
20 can we do as agencies, what sorts of funding is necessary,
21 to what sort of outcomes are necessary, and then moving
22 back to the funding necessary to achieve those outcomes.

23 Let's go to the -- let's go to the next slide,
24 please.

25 [SLIDE CHANGE]

1 CALTRANS RESEARCH DATA MANAGER OWENS: So,
2 structure-wise, we have an august body of 25 members
3 appointed from -- appointed by CalSTA. That includes
4 members of both transit agencies, academia, advocacy
5 groups, labor, along with representation from both the
6 Senate and Assembly Transportation committees.

7 As much as we love them all, we do have a couple
8 other groups we've been working with to structure this
9 report and make sure we have adequate input. So aside
10 from our more executive level task force, we also have a
11 technical working group. This is comprised of mostly
12 transit agency members, as well -- as you all know,
13 Caltrans does not operate transit, so this has been really
14 to help make sure our proposals, our ideas, our concepts
15 and recommendations are really grounded in the truth and
16 on-the-ground realities at transit agencies.

17 And then finally, we have been conducting
18 extensive subject matter interviews with -- I think we are
19 north of a hundred subject matter experts that we've
20 consulted at this point that have been providing technical
21 expertise, providing key recommendations on topics, and, I
22 want to point out, have included members of all the
23 agencies represented here today, including the CTC,
24 Caltrans, HCD, and CARB. So we're very thankful to
25 everyone's staffs for participating in this effort.

1 Let's go to the next slide.

2 [SLIDE CHANGE]

3 CALTRANS RESEARCH DATA MANAGER OWENS: As I have
4 mentioned, and is very much in the forefront of my mind,
5 we have legislatively imposed deadline, which is October
6 of this year. So we are currently about to -- we have
7 prepared a draft outline and gotten approval from that
8 from our Task Force - so I'll be talking about that a
9 little bit later in the presentation - and are looking to
10 be releasing the report in three major chunks over the
11 summer with corresponding meetings of the task force that
12 will be available for public and other participation
13 during the summer. And then we'll have the full report
14 released in October. So we are coming to the finish line
15 here on a multi-year process.

16 Let's go to the next slide.

17 [SLIDE CHANGE]

18 CALTRANS RESEARCH DATA MANAGER OWENS: The final
19 report is organized into three large buckets. So we're
20 going to have principles, strategies, and then policy
21 recommendations. I want to highlight on the principle
22 level, we're keeping those to four big broad statements of
23 what we need to do to transform transit in this state. I
24 also want to highlight for this group, we are finalizing
25 those at our next meeting hopefully, so -- but one of them

1 that has previously been voted on by the task force, and
2 we expect to be, is a key part of the final report is the
3 importance of land use to ensuring high transit ridership.
4 So that is going to be one of the four principles most
5 likely.

6 We are also going to be requiring covering all
7 the topics as required by the Legislature in SB 125. So
8 you can see those topics that the Legislature has asked us
9 to cover in Section 1F. As I mentioned, land use and
10 housing, value capture, TDA reform, safety and
11 cleanliness, transit prioritization, and first and last
12 mile access, all things that we will covering in the
13 report that you will be able to see and as we develop
14 that.

15 The strategies again sort of these broader groups
16 and recommendations that we'll touch on these topics, and
17 then finally, individual level policy recommendations
18 where it can be actions undertaken by agencies, or by the
19 Legislature, or by individual transit agencies to help
20 grow ridership, and transform transit, and make it the
21 first choice option in this state for getting around.

22 Let's go to the next slide.

23 [SLIDE CHANGE]

24 CALTRANS RESEARCH DATA MANAGER OWENS: We've
25 really been leveraging a lot of work being done by our

1 technical working group, so this is just kind of an
2 overview of the process of how, you know, we've been
3 trying to use the technical working group in those SME
4 interviews to kind of generate ideas, bring those to the
5 TTTF, have those discussed, come back to the TTTF with a
6 formal recommendation and then putting that into the
7 report. So that's just a quick slide on the process
8 there.

9 Let's go to the next slide.

10 [SLIDE CHANGE]

11 CALTRANS RESEARCH DATA MANAGER OWENS: So as
12 mentioned, we have a draft outline. So this is what is
13 going to be in the report and sort of where the different
14 topics are going to be slotted in. We don't have final
15 recommendations on any of those topics. Those are still
16 waiting to be voted on and approved by our members. So
17 keep in -- keeping that in mind. But I will just
18 highlight, you know, better service, better outcomes,
19 transit and land use are interconnected, safety is
20 fundamental, and transit should be operationally and
21 fiscally sustainable as our four key principles.

22 Those are likely to be changed and wordsmithed
23 over the next couple meetings. But I think, you know, the
24 topics are likely to stay the same and really hopefully
25 drive key policy recommendations that will help us meet

1 the goals necessary to achieve that.

2 And just on the next slide.

3 [SLIDE CHANGE]

4 CALTRANS RESEARCH DATA MANAGER OWENS: Finally,
5 just a quick thing. Both CalSTA has been preparing sort
6 of staff reports on the recommendations, based on our SME
7 interviews, our technical working group input, and the
8 discussion in the TTTF itself. And then we also have
9 recommendations that are directly suggested by the
10 members. Those have been voted on in these task force
11 meetings and then those will be put into the final report.

12 With that, happy to take any questions. And we
13 can go to the next slide.

14 [SLIDE CHANGE]

15 CTC CHAIR GRISBY: Great. Thanks so much.
16 First, we're going to go to public comment. And we'll
17 start with a comment in the room followed by online.

18 First up is Gregory McAteer from CALCOG and next
19 we'll hear from Sophia Rafikova, Coalition for Clean Air.

20 GREGORY McATEER: Thank you so much. Good
21 afternoon. My name is Gregory McAteer. I'm with the
22 California Association of Councils of Governments. We
23 represent the councils of governments that work with HCD
24 on RHNA, the RTPAs that partner with the Commission,
25 Caltrans to maintain and deliver our transportation

1 network, and the Metropolitan Planning Organizations that
2 plan with Caltrans and ARB to achieve sustainability
3 goals. We appreciate our partnership with each of your
4 agencies.

5 We have been a vocal advocate for more realistic
6 assumptions in the California Transportation Plan. We
7 argued that the last version had an artificially high auto
8 operating cost that would have been deemed unfeasible had
9 it been included in any Sustainable Communities Strategy.

10 The problem with such assumptions is that while
11 they appear to help achieve a target, they can do so at
12 the high often aggressive pricing structure that affect
13 resident pocket books. They also make achieving the State
14 objectives easier than they actually are. Accordingly, we
15 are supportive of the more realistic fiscal data and
16 planning assumptions being used in the travel demand model
17 that Caltrans is using to develop the CTP scenarios. This
18 realism will help drive more effective policies that can
19 actually work towards achievement of these State goals.

20 We understand that some have said that this model
21 is not perfect, but what model is? Models are used to
22 develop strategies and they help identify trends. They
23 are not expected to predict exact futures. Thus, we
24 support quality modeling, tempered with a commitment to
25 implement and change policy. It appears that Caltrans and

1 the CTC have taken this approach in developing the CTP.
2 The focus most also be on the implementation strategies
3 that will help us reach our goals, like funding, policies
4 that advance equitable pricing, affordable housing in
5 areas of opportunity, quality transit, and resilient
6 regional economies.

7 In the SB 150 report, ARB called for quote a
8 renewed structural partnership between State --

9 CTC CHAIR GRISBY: Time is up.

10 GREGORY McATEER: -- regional and local
11 governments quote. It's going to take cooperation at all
12 levels to achieve the goals.

13 CTC CHAIR GRISBY: Time is up.

14 GREGORY McATEER: Okay. Thank you so much.
15 Appreciate it.

16 CTC CHAIR GRISBY: Thank you. Next up, we'll
17 hear from Sophia Rafikova, Coalition for Clean Air.

18 SOFIA RAFIKOVA: Yes. Good afternoon,
19 Commissioners, Board members, and Director. Sophia
20 Rafikova, the Coalition for Clean Air, but also speaking
21 to you today as a member of the California Transportation
22 Plan Policy Advisory Committee. I've been a part of the
23 Policy Advisory Committee since its inception about a year
24 ago. And the group met on a regular basis to provide
25 feedback to Caltrans to help shape the final CTP document.

1 And during those discussions, the pack overwhelmingly
2 promoted strategies that would reduce vehicle miles
3 traveled, from increasing access to transit, to promoting
4 bike and pedestrian infrastructure, increasing
5 accessibility to all those nations, and supporting pricing
6 strategies.

7 In the very last Advisory Committee meeting,
8 Caltrans presented its updated model run. This model
9 showed all strategies related to transit, active
10 transportation, and pricing as being less effective at
11 reducing GHG emissions and VMT when compared to previous
12 modeling efforts. Caltrans stated that the reason for
13 this was this new model was focused on being grounded in
14 reality. However, if you look at the Government Code, it
15 states that the Department shall address in the California
16 Transportation Plan how the State will achieve maximum
17 feasible emissions reductions.

18 We are concerned that this model not only
19 undermines the strategies recommended by the PAC by
20 labeling them as less effective, but is also not
21 consistent with State law, as it focuses on strategies
22 deemed reasonable, instead of looking at what is feasible
23 and necessary to achieve GHG reductions.

24 Additionally, since this was presented at the
25 very last PAC meeting, it gave Committee members very

1 little time to process and respond.

2 We urge Caltrans to update its model and to
3 ensure maximum compliance with State law and maximum input
4 from PAC members and other stakeholders.

5 Thank you.

6 CTC CHAIR GRISBY: We will now go to online
7 comments. Do we have any online comment?

8 CTC ASSISTANT CLERK HALL: We do not have -- oh,
9 and attendee just raised their hand. I will call on them
10 and unmute them.

11 Martha Armas-Kelly you should be unmuted.

12 MARTHA ARMAS-KELLY: Good afternoon,
13 commissioners, Board members, and participants. My name
14 is Martha Armas-Kelly and I am the newly elected Chair of
15 the Interagency Advisory Committee. And I would like to
16 say I'm very excited to hear your opening statements and
17 looking forward to engaging.

18 As an Equity Advisory Chair, I wanted to respond
19 to that question that was asked earlier in regards to our
20 participation. We just reestablished our board and
21 actually our commission advisory table, and we will be
22 able to answer those questions in the future. We are
23 currently receiving many, many projects in our field of
24 expertise, and we're looking forward to taking on even
25 this portion of the Plan, as we would want to participate

1 in it. And again, reminding you that we just formed our
2 team in February and we look toward to engaging any future
3 projects as well with this table, and any other bodies for
4 the aid of California.

5 Thank you.

6 CTC CHAIR GRISBY: All right. Thank you.

7 Is there any additional public comment?

8 CTC ASSISTANT CLERK HALL: There are no other
9 public comments at this time.

10 CTC CHAIR GRISBY: Great. We'll turn to the dais
11 now and a show of hands. We'll go in order.

12 Prior Chair Lee Ann Eager.

13 CTC COMMISSIONER EAGER: Thank you, Chair. I
14 just had a quick question that maybe you could answer,
15 Hunter. In looking at your Transformation Task Force, I
16 think that's what it's called, can you talk about the
17 geographic diversity of that group.

18 CALTRANS RESEARCH DATA MANAGER OWENS: Yeah, We
19 have a wide swath of members from pretty much across the
20 State, including representation from both large and small
21 regions. We have Laurel -- we have Amy Hance from Clovis
22 Transit. We have Lorelle Moe-Luna representing Riverside
23 County's RTPA, whose name is escaping me right now. We
24 have some of the larger operators. Bob Powers, who is the
25 head of BART along with Michael Turner representing LA

1 Metro, and Sharon Cooney representing SDMTS. On our
2 technical working group, we also have some members from
3 the far north part of our state. So pretty wide swath of
4 geographies, including both small and large transit
5 operators, small and large regions and RTPAs, and members
6 basically from across the state.

7 CTC CHAIR GRISBY: All right. Board Member
8 Hector De La Torre.

9 CARB BOARD MEMBER DE LA TORRE: Thank you, Mr.
10 Chair. We all understand that the CTP has got everything
11 in it, lots of priorities, constraints, et cetera. To
12 explore some possibilities, could our three agencies, us,
13 CTT, and HCD, consider over the next few months the role
14 of infill housing in our transportation goals, and how the
15 CTP can achieve the VMT reduction targets that are
16 established in our Scoping Plan for the next X amount of
17 years. I think those are two very important things for us
18 to be working on together with our various viewpoints.

19 Thank you.

20 CTC CHAIR GRISBY: Yes. You can feel free to
21 address that.

22 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
23 CHIEF WALTER: Yes, definitely. We'd love to collaborate.
24 And I will say that at the staff level, there's been a lot
25 of collaboration going on and we'll continue to work with

1 you to do what you're saying. The CTP has a section on
2 housing and it talks about infill housing and things like
3 that. So we did look at the housing section to respond to
4 some initial feedback we got from HCD.

5 And then on the VMT reduction front, we've been
6 talking to CARB staff about that. And so we are working
7 with CARB and want to continue to do that on that topic.

8 And I want to clarify, too, that just like a
9 technical difference between this plan and the last plan
10 that I just don't want to cause any confusion. The last
11 plan took the strat -- took some recommended strategies
12 that you could use to meet GHG and VMT goals and included
13 them in the model run, as if they were happening, like to
14 show what would happen if you did them in the model run.

15 In this one, we -- what we did was a little
16 different. So our intent was the same, but we just
17 approached it a little differently. We took a model run
18 that showed what may feasibly happen in the future, like a
19 baseline kind of, but I don't want to use the word
20 baseline, because that has like some specific meanings and
21 modeling lingo. And then we looked at the different GHG
22 and VMT reduction strategies that could be implemented to
23 get us from that initial estimate of future conditions to
24 where we want to be.

25 So in both the last CTP and this one, we're still

1 encouraging strategies that reduce VMT and GHG. It's just
2 that the way we looked at it was a little bit different in
3 this plan from the last plan. But yeah, we'd love to
4 continue partnering with you.

5 CTC CHAIR GRISBY: Any other members on the dais?

6 I see -- I can remember your name.

7 Elliott. Yes, Commissioner Elliott.

8 Thank you.

9 CTC COMMISSIONER ELLIOTT: Thank you. I have a
10 question about how CTP relates to something else that we
11 spend a lot of time at the Transportation Commission
12 talking about, which is the needs assessment, the ten year
13 needs assessment. I understand that 2050 plan does
14 include a very good amount of work on the intersection
15 between land use, housing, and transportation investment.
16 That's great to see.

17 I wonder how then that manifests into the
18 challenge that we face at CTC, which is a 217 -- roughly
19 \$217 billion funding gap across the transportation system
20 in California over the next decade? So we have \$750
21 billion in need roughly speaking. We have \$520 billion,
22 roughly speaking, in sources available. Roughly a \$220
23 billion gap. It's an unclosely large gap.

24 So the question is then how can we both try to
25 increase revenue, which we talk about a lot, and how do we

1 decrease the scope of the need? I want to focus on that
2 second question here. How do we drive better
3 decision-making at the local level in terms of where
4 housing is planned for and job centers are planned for,
5 such that we don't induce additional transportation
6 infrastructure, investment, requirement for money we don't
7 have?

8 And, you know, I'm -- I wonder, as we look at the
9 needs assessment, which is a different document that
10 what's on the docket today, I'm interested in how -- what
11 assumptions we are making about how locals are fulfilling
12 their obligations under State housing law? Are we
13 assuming that in that ten year time horizon, which is
14 mostly the 6th cycle and a little bit into the 7th cycle
15 of the Regional Housing Needs Assessment process, are we
16 assuming a hundred percent compliance with all housing law
17 by every single jurisdiction? I mean, I doubt it. Are we
18 assuming zero percent compliance? And if that were the
19 case, local governments could be placing and zoning
20 housing wherever they wanted, and that would induce a
21 tremendous amount for transportation spending.

22 So guess maybe my question -- I don't know who to
23 pose it to. Perhaps you, Director Velasquez, how -- have
24 -- the Caltrans, CalSTA, CTC apparatus of the government,
25 how closely does it work or does it not work with the

1 housing apparatus of the government to embed assumptions
2 into the needs assessment about where housing will be, and
3 therefore, how much money we'll have to spend to create
4 transportation infrastructure to reach that housing?

5 Sorry if that was a very convoluted question, but
6 let me restate it. Are our agencies and departments
7 working well together to make assumptions about housing
8 accountability?

9 HCD DIRECTOR VELASQUEZ: May I?

10 CTC CHAIR GRISBY: Yes.

11 HCD DIRECTOR VELASQUEZ: Let me thank you,
12 Commissioner, for -- it was quite clear actually to me. I
13 hope it was for everybody, but I -- you know, assumptions,
14 right, planning assumptions, I think we have to -- maybe
15 to bring to this some context. It's like the past and
16 where we are right now. We know that in our planning
17 assumptions, housing included, but transportation for
18 sure, a lot of those assumptions are based on past
19 practice. And if we continue to do that, we risk
20 repeating the same outcomes. And when I say outcomes, I
21 mean the same mistakes. We've struggled in the state of
22 California to build housing where we need it the most.

23 People, not everybody, built greenfield
24 developments far from jobs and services out of spite or
25 greed. Some do, but not everybody. It is -- the problem

1 is that for decades it's been just extremely difficult to
2 create the type of infill development that we need. We
3 know that's where we need more housing. But what has
4 happened in the past? That's why I'm talking about past
5 assumptions. We have seen community opposition every step
6 of the way to build in infill parcels and less design
7 review meetings, high fees, appeals that local governments
8 have allowed NIMBY groups to enter into slow permitting
9 processes, and, of course, the tremendous financial burden
10 by developers to build in these infill sites.

11 Well, something needed to be done to change those
12 assumptions of past practices, and things started to
13 change when Governor Newsom became Governor, because
14 working with the Legislature, RHNA requirements -- first
15 of all RHNA numbers, you know, it was actually a true
16 exercise of planning future growth -- economic and
17 population growth, and establishing RHNA numbers that made
18 sense and RHNA requirements.

19 We talked about this being true contracts between
20 the State, and regions, and localities. Millions of
21 dollars in planning grants to change those assumptions and
22 make sure that we look into not repeating the same
23 mistakes. So we needed to change the -- to shift the
24 paradigm basically, and do more housing planning in high
25 demand areas at a cost. We had to establish a housing

1 accountability unit, because we knew local jurisdictions
2 will push really hard against these new requirements, and
3 the fact that they needed to plan for more housing in the
4 adequate areas, more -- many more homes, and in the right
5 places. We knew local jurisdictions were pushed hard
6 against. That's why we had to create -- the Governor had
7 to create a housing accountability unit to make sure the
8 localities would abide by State law and would create the
9 fair share of housing planning that it was needed.

10 So I think it's really important to know that
11 that paradigm has shifted, and we need to work under, you
12 know, new assumptions. I think the Commissioner speaks
13 about RHNA and the fact that we are forcing localities to
14 comply with this local housing element. We're making a
15 lot of progress. Across the state, we have about 70
16 percent compliance rate in local housing element, though
17 we still are struggling with the 30 percent of the state
18 that is still out of compliance.

19 And we need to know that if we just change these
20 assumptions, including in transportation planning to focus
21 on where these housing elements are making localities plan
22 for more housing, that will make a big difference in the
23 way that we are, in this committee, talking about
24 intersections between housing planning, transportation
25 planning, and climate planning.

1 I think it will go a long way, and I do
2 appreciate raising RHNA and housing elements as an
3 important climate tool, as an important VMT reduction tool
4 that will move all of our three entities, move all of us
5 in the right direction going forward.

6 So I appreciate that relationship between RHNA
7 housing elements and transportation planning.

8 CTC COMMISSIONER ELLIOTT: Thanks. And just one
9 follow-up comment on that. At CTC, our responsibility is
10 the transportation investment. We're at a joint meeting
11 with the Housing Department and with the Air Resources
12 Board. We need to go back to CTC and we need to continue
13 to fine-tune the needs assessment to try to close the gap
14 that is a 200 plus billion dollar gap. So we're going to
15 have to do that. That's our responsibility. It's not the
16 responsibility of this joint -- this joint session.

17 But I think we, at the CTC side, need to be
18 better informed by, as you said, Gustavo -- Director
19 Velasquez, we need -- if we're going to -- we need to
20 update the assumptions about how the State is going to
21 hold local governments accountable to housing law. And
22 then the resultant -- potentially the resultant decrease
23 in transportation infrastructure, demand-induced by sprawl
24 housing. Hopefully, there is some math that will bring
25 that top number down and we'll close our gap in part that

1 way.

2 If we're able to accomplish that by updating our
3 assumptions by continuing to hold local governments
4 accountable, we will also achieve significant greenhouse
5 gas, emissions reductions as well, which clearly helps
6 right to the core mission of CARB.

7 So I -- this just to me feels like a triple
8 bottom line benefit here. And I really hope we can
9 continue to stress test those assumptions quite
10 specifically, making sure that we are building into our
11 calculations about transportation needs assessment,
12 greater compliance with State housing law.

13 So thank you for that.

14 CTC CHAIR GRISBY: All right. Great.

15 So next up we'll hear from Board Member Susan
16 Shaheen, followed by Supervisor Dawn Ortiz-Legg, then
17 Diane Takvorian, and I recognize Eric Guerra as well. And
18 to -- and to make it easier on me, if you can raise your
19 card, that would be easier to follow.

20 So starting with Board Member Susan Shaheen.

21 CARB BOARD MEMBER SHAHEEN: Thank you so much,
22 Chair. And I wanted to just start by acknowledging the
23 presentations by Hunter and Hannah. I really appreciate
24 all the hard work you're. I'm a transportation expert, so
25 I understand how challenging both of your areas are. I do

1 have questions for both of you.

2 So I'd like to follow up a bit on the Plan
3 itself. So, as you know representing CARB, we're really
4 thinking about the Scoping Plan and these targets, so
5 we've got a 25 percent reduction in VMT below 1990 levels
6 by 2030, followed by a 30 percent reduction. All of us --
7 all of us involved in transportation know how incredibly
8 aggressive and ambitious those are.

9 So when I hear that the model is being adjusted
10 to be more reasonable, I get a little concerned about,
11 well, are we losing our lack of -- our vision? Are we --
12 are we losing some ambition, while simultaneously trying
13 to address reasonable policies and procedures?

14 All right. So I'm curious about the balancing of
15 that. I couldn't agree more with prior speakers about
16 that importance of housing and land use. There is many
17 other strategies we should be looking at that were
18 included in the prior plan, including RUC, but going well
19 beyond RUC, right, road user charge, to a whole variety of
20 more demand-based pricing tools, including parking
21 pricing, right, other types of pricing mechanisms. The
22 prior plan also looked a lot at connected and automated
23 vehicles. I have a lot of expertise in that area. I have
24 a lot concerns about lack of interest in pooling at
25 present.

1 And that leads me to, I guess, my second question
2 related to this is the role of off-model tools, which are
3 going to be very, very important in capturing the
4 environmental and social impacts of potential innovations,
5 including land use, transit-oriented development. And
6 those have been used in prior plans.

7 So I'd like to hear a little bit more about this
8 balancing between reasonable modeling efforts and very
9 aggressive VMT targets, particularly in light of the fact
10 that this group has convened numerous times since I joined
11 the Board and talked about how VMT is on the rise. So
12 pulling back to 1990 levels by 25 percent or 30 percent,
13 in light of VMT on the rise, is going to even be more
14 challenging. And then that second question about
15 off-modeling tools.

16 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
17 CHIEF WALTER: Great. Thanks for that. Am I on the mic?
18 Okay.

19 Yeah, those are great questions. And I'm going
20 to answer -- I'm going to try to answer like the idea or
21 the message of the plan, the intent of the plan, and then
22 I'll get into specifics. But I feel like our intent with
23 this update has been a little bit lost by some of the
24 confusion in the technical details. We're 100 percent
25 trying to support the VMT and GHG reduction goals with

1 this plan. And we believe that the way we can achieve or
2 set a vision for a meaningful change is by like truly
3 understanding where really are we and what exactly do we
4 need to do in order to make that change? Like
5 specifically what would need to happen, what are the
6 levers that make the most difference? We looked that.
7 What do they cost and what are the trade-offs?

8 So we're absolutely not trying to back off from
9 our commitment to VMT and GHG reduction. We're just
10 trying to look at like the specifics, so we can say let's
11 not just say, oh, yeah, we're going to reduce VMT by a
12 certain percent by 2045. That is good, but we did that
13 work, so we know that that's what we're trying to do.

14 What we're trying to say is, well, what does that
15 really look like? What -- where are we really and what is
16 the most effective policy solution? And if we do that,
17 what's the trade-off, so that everyone knows? It's like
18 that's not going to be free. That's going to cost money.
19 And maybe we have to give something up to get this.

20 And so we're just trying to make achieving that
21 more of a reality that we could get our hands around in
22 this plan. That's what we're really trying to do. We're
23 not trying to back off of our commitment. So that's the
24 first thing.

25 And then the second thing is infill development,

1 road pricing, those are some strategies that we recommend
2 in the -- in the plan -- well, in the draft plan. It's
3 still being reviewed. So I can't like say it's a fun --
4 but in the draft, road pricing is a strategy that we did
5 off-model, and we looked at that. There's a lot of
6 different strategies. There's a set of revenue
7 strategies, a set of VMT reduction strategies, and a set
8 of GHG reduction strategies. So we have all of those and
9 those two are included. There's a lot of them.

10 And then, we also have a tool from Georgetown
11 that our consultant got permission to use. It hasn't been
12 published yet, but it looks at for -- it helps to ground
13 different like bike-ped, transit type strategies that
14 could reduce VMT and GHG in money, so you can see the
15 return on investment. Like if you invest a million
16 dollars in new park and ride facilities, what is that
17 likely to get you, in terms of a reduction in VMT and GHG.

18 So we also used that tool in the plan to try to
19 really look at some of the levers that could make the most
20 meaningful change for different amounts of money and see
21 what that looks like.

22 CARB BOARD MEMBER SHAHEEN: Thank you. And
23 again, I appreciate how hard this task is and I just -- I
24 just worry, right, because the State is under a lot of
25 pleasure right now and we do want to meet our air quality

1 and greenhouse gas emission goals. And so, I really do
2 believe we have -- that puts a lot of pressure on us in
3 terms of VMT. And it's been a struggle, right? My entire
4 career it's been a struggle to get to that.

5 I would like to take a moment to ask a few
6 questions, Hunter. So really appreciate all the work that
7 you're undergoing with the Transportation Committee. I'm
8 really, really excited about hearing more about the
9 report. I'm curious if there would be an opportunity for
10 the group to reengage us, brief us again? I know you've
11 got an upcoming deadline of October, but really curious if
12 there's opportunities for us to be briefed and if there's
13 going to be opportunities for the public to comment on the
14 findings? So that's my first question. I have two
15 others.

16 CALTRANS RESEARCH DATA MANAGER OWENS: Okay.
17 Yeah. There will definitely be opportunity for this group
18 to get briefed as they become final. From -- in terms of
19 public engagement, our meetings are also open and we have
20 had pretty robust public comment, and engagement, and SME
21 engagement has not just been, you know, agency
22 participants but also riders, members of key advocacy
23 communities who are affected, and have really been trying
24 to make sure we're robustly engaging the public in the
25 development of the report.

1 And there will be three opportunities this summer
2 as each draft section is reviewed for the public to come
3 in and comment along with the Task Force members.

4 CARB BOARD MEMBER SHAHEEN: Wonderful. Well, I'd
5 love to put in a word to get more briefings on this to our
6 Chairs and to our Executive Directors. Thank you.

7 Top of mind for me is TDA reform. That's going
8 to be extremely important, because while you're balancing
9 affordability and cost, without TDA reform, what's the
10 price tag to make transit a viable mechanism to reduce
11 VMT? So, I'd love to hear any highlights or previews that
12 you have or insights around TDA reform.

13 CALTRANS RESEARCH DATA MANAGER OWENS: Yeah.
14 We've had several --

15 CARB CHAIR RANDOLPH: I'm sorry. Sorry, don't
16 mean to interrupt. What's TDA reform?

17 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
18 CHIEF WALTER: Transport -- you go. You go.

19 CALTRANS RESEARCH DATA MANAGER OWENS: Sure. One
20 of the topics is the Transportation Development Act,
21 otherwise known as Mills-Alquist-Deddeh Act of 1973. I
22 hope I got that number right.

23 (Laughter).

24 CALTRANS RESEARCH DATA MANAGER OWENS: Suffice to
25 say, that has governed the usage of sales -- the half cent

1 sales tax and additional gas tax revenues that have been
2 used inside transit, and notably, I would say, includes a
3 requirement for farebox recovery ratios, which is --
4 requires that transit operators obtain enough in farebox
5 revenue. And farebox is a complicated definition at this
6 point, where we've started accepting local option sales
7 taxes. Is that revenue?

8 This has often penalized agencies from operating
9 additional services to maintain their TDA formula ratios.
10 And this has been one thing that we've heard loud and
11 clear from our Task Force members and are looking to come
12 back with on a staff report shortly, and we'll be engaging
13 with throughout the summer to make sure that we give the
14 Legislature some clear recommendations on how TDA reform
15 can help drive transit ridership, because we often have
16 funds flowing out of the TDA. And you will talk to these
17 agencies. They will be getting say TDA funds and low
18 carbon transit operations programs funds.

19 And when the LCTOP, you know, started a new
20 service to get college students to ride what -- you know,
21 in Santa Barbara. This is a theoretical example. When
22 that money runs out, that program may not -- that service
23 may not actually hit the TDA farebox recovery requirement
24 and therefore they're going to pull that service back that
25 was helping us meet our GHG goal.

1 So it's a key -- nailing TDA reform is a key --
2 you know, it is for the Legislature and the administration
3 to consider, but it's something that Task Force is working
4 really quite intensely on.

5 CARB BOARD MEMBER SHAHEEN: Right. Okay.
6 Fantastic, because that's going to affect our price tag
7 and the reform process overall. And, you know, of the
8 list of topics they have on slide six, you know, a lot of
9 these are not new ideas. What I think would be very
10 exciting is to also see value capture, be a policy tool
11 that we can really implement along with TDA reform. Any
12 comments on the value capture component?

13 CALTRANS RESEARCH DATA MANAGER OWENS: It's
14 another area where our Task Force members and our SMEs
15 have been really pushing us to do more and come up with a
16 strong set of policy recommendations and proposals. They
17 again are still in their draft form and still being worked
18 on, but how the State can do a better job of value
19 capture. For members who are unfamiliar, transit agencies
20 worldwide do a -- capture a substantial -- generate value.
21 You know, being near these transit hubs that the State is
22 creating, and the regions are creating, create immense
23 opportunities in the property market, immense
24 opportunities in advertising, immense opportunities to
25 build true community centers and hubs.

1 We currently do not necessarily with -- there are
2 not a ton of places where that revenue is then put back
3 into the transit operations itself, which means it's hard
4 to actually build the places where people want to live,
5 you know, and they have access to opportunity via transit
6 services that are reliable, fast and frequent. So looking
7 at value capture as a tool that could be used to help fund
8 transit operations is something that we're looking to come
9 back with some strong set of recommendations. So it's not
10 just necessarily about building, you know, new transit
11 facilities, which has historically been the way we've been
12 doing it in California with redevelopment. That's
13 obviously concluded, but looking at how it can fund
14 sustainable transit operations going forward, similar to
15 models worldwide.

16 CARB BOARD MEMBER SHAHEEN: Great. Well, I'm
17 glad you're taking on some of these bold issues. They're
18 obviously going to have to be taken on if we're going to
19 really transform transit and reduce VMT which is going to
20 make the job of CTP much easier. Thank you.

21 CTC CHAIR GRISBY: Thank you. I'm a plus one on
22 the value capture.

23 Next up, we'll hear from Supervisor Dawn
24 Ortiz-Legg.

25 CARB BOARD MEMBER ORTIZ-LEGG: Thank you, Chair.

1 Good afternoon, everyone. Dawn Ortiz-Legg representing
2 small air districts. I'm going to just throw out a few
3 things. It's my first time to really kind of have a
4 chance to discuss some of these issues. Thanks so much
5 for your presentations.

6 I'm curious on the reduction of the VMT. Has
7 there been any calculations yet on drone delivery as part
8 of the reductions for delivery systems that are coming on.
9 We have a number of drone companies in our region next to
10 Cal Poly - I'm in San Luis Obispo - that are coming forth
11 with product, getting FAA approvals, et cetera. First
12 question of mine. Thanks.

13 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
14 CHIEF WALTER: Yeah. We have an assumption related to new
15 technologies and we talk about that in the Plan. So we
16 talk about how new technologies can reduce VMT and the
17 drone deliveries are a piece of that.

18 CARB BOARD MEMBER ORTIZ-LEGG: Yeah. We have a
19 drone taxi too, two companies right now, big companies
20 that are working on those. So I think, you know, glad to
21 know that you have those assumptions kind of built in,
22 because I think it will be important.

23 On -- continuing on the VMT, you know, for our --
24 or for improving transit representing small rural
25 districts that tend to cover large geographical areas.

1 For us to increase capacity by 30 percent requires us to
2 in -- because we're maxed out at capacity during our peak
3 times, means that we have to increase capacity by a
4 hundred percent with the infrastructure, meaning more
5 buses, more drivers, more all of that to get to the 30
6 percent.

7 The goal obviously would be to increase the 30
8 percent, having more flexibility in the off-peak folks.
9 And the off-peak tend to be those that need flexibility.
10 Therefore, it needs much more smaller vehicle perhaps to
11 take them around. And one of the things that we were
12 talking about is that would it be possible to increase
13 the -- to increase the gross vehicle weight rating from
14 14,000 to up to 20,000, because there's nothing available
15 at the 14,000 pound level, but there is at the 20,000?
16 And that way, we could have those smaller vehicles that
17 are efficient go and pick up the seniors. As an aging
18 state, particularly in our area, it's one of the most
19 underserved communities is our seniors that don't want to
20 drive, can't drive. And so, curious about that
21 possibility.

22 CALTRANS RESEARCH DATA MANAGER OWENS: Yeah. So
23 certainly in our recommendations, that is something we are
24 working on our staff report on transit needs for
25 accessible transportation and transit needs of older

1 adults. This is also intimately tied with also the
2 recommendations on zero-emission vehicle transition for
3 bus -- for transit fleets.

4 CARB BOARD MEMBER ORTIZ-LEGG: Um-hmm.

5 CALTRANS RESEARCH DATA MANAGER OWENS: So
6 something that has come up, and nothing final yet, as I
7 will be saying a lot, because we are in the draft stage.

8 CARB BOARD MEMBER ORTIZ-LEGG: Yeah.

9 CALTRANS RESEARCH DATA MANAGER OWENS: But
10 certainly making sure that transit agencies can meet the
11 needs of their communities --

12 CARB BOARD MEMBER ORTIZ-LEGG: Yep.

13 CALTRANS RESEARCH DATA MANAGER OWENS: -- and are
14 not hit with undue regulatory burden in doing that, is
15 something that is front of mind for our Task Force.

16 CARB BOARD MEMBER ORTIZ-LEGG: I really
17 appreciate that. I know we will appreciate it.

18 And on the -- the other thing was on bike lanes.
19 This gives me a chance to say on behalf of San Luis Obispo
20 County, thank you to the CTC who just granted us a pathway
21 for our Bob Jones Trail. And one of the things in looking
22 at that, it took us a lot of time to get a four plus mile
23 trail connectivity done for various reasons. But one of
24 the things I think would be important in us looking at
25 trying to put more people on bikes, particularly trails

1 next to freeways perhaps, is to have a CEQA exemption for
2 the development of those trails. I think that's
3 critically important for us to do it affordably, timely,
4 and all of that. So that's just a comment.

5 Then my last one is about the housing. And
6 again, you know, living in the coastal zones that we have,
7 our centers, which are the infill centers, are getting
8 filled in. They also have the reduced VMT. That's where
9 the high cost of living is. For us to be able to really
10 bring that equity to life, it's the outward areas. And
11 frankly, they're penalized.

12 And so if you look at the calculations of a home
13 to be built in an area that's actually affordable for our
14 farmworkers, our hospitality workers, et cetera, we're
15 talking about -- let's see, I have it here. I think that
16 that they're penalized in the sense, because the VMT --
17 because they're not within that city center, they're
18 penalized to a price point where their income would be
19 needed, \$156,000 for a couple or two people making \$78,000
20 year to get a \$500,000 home, in the outside area. That
21 same home is about a million three in the -- in the urban
22 area, and so -- or downtown San Luis Obispo, which in
23 order to qualify for that, that's a \$450,000 a year
24 salary.

25 But the VMT makes the home outside the area

1 nearly impossible to build, because the difference in the
2 calculation. So the profit margin for a developer is
3 about 1.7 percent, which is very hard for them to come up
4 and say we want to build this affordable housing, but, you
5 know, with the risk factors of everything, and you're only
6 going to -- I'm only going to get 1.7 percent to build
7 housing for these farmworkers, et cetera, new families.

8 So that's going to be basically, you know, the
9 challenge that we have in this. And as I often talk about
10 that, you know, what fits for our urban friends doesn't
11 necessarily fit for our suburban/ rural areas that are
12 really challenged with -- we're not meeting our goals is
13 all I can tell you because of that.

14 You know, there's only so many millionaires that
15 can come into these coastal regions, if we don't go out
16 into the rural areas to help build that affordable
17 housing. So I just want to say a shout-out to CALCOG for
18 their comments about realistic expectations on some of
19 these things. Thank you.

20 CTC CHAIR GRISBY: Next up, we'll hear from Board
21 Member Diane Takvorian.

22 CARB BOARD MEMBER TAKVORIAN: Thank you, Chair.
23 I appreciate it. And I -- I'm sorry that I'm not able to
24 be with you all in person today. I'm at the CARB Clean
25 Transportation Equity Incentives Symposium that's taking

1 place right now in Los Angeles. And it's been a fantastic
2 event. And a key topic today has been on VMT reduction,
3 specifically in disadvantaged communities most impacted by
4 climate and air pollution from transportation sources. So
5 very timely to be having this conversation as well.

6 Dr. Shaheen asked some of my questions. And
7 there was a response to those questions specifically about
8 VMT. So just as a follow-up, again, we all know that the
9 Scoping Plan calls for transportation equity in the face
10 of VMT reduction by 25 percent by 2030, and 30 percent by
11 2045. I have a couple questions about that. How will the
12 CTP reflect that VMT reduction goal of 2030 and what
13 strategies will be encouraged and required, and what VMT
14 increasing strategies will be discouraged? Will those be
15 specified in the plan? That's my first question.

16 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
17 CHIEF WALTER: I'd say that it's too early to give you a
18 good answer to that question. We're still trying to work
19 with CARB staff and with my executive staff on what that's
20 going to look like. We're not really discouraging any
21 strategy in the Plan. We're just trying to be clear about
22 what would have to happen. So we're saying like if we did
23 this, you know, this is how much it would cost. If we
24 did -- you know, and we're trying to look, like we could
25 do this, we could do this, or we could do this, and we

1 could do a combination of different things.

2 I guess I could say that some of the things we've
3 looked at are, like I said, road pricing. We were trying
4 to be consistent with some of the road pricing assumptions
5 that MPOs included in their RTPs when we looked at that.

6 And then we look at things like transit, how to
7 encourage and increase it, how to encourage and increase
8 bike and ped, how to do infill development, and, let's
9 see, park and ride facilities, electrified heavy rail,
10 e-bike subsidies. These are all the kinds of things that
11 we explore in the plan, in addition to many other things.
12 So what exactly that will look like at the end, I don't
13 know yet. And we're trying to just give a suite of
14 options really about what policymakers can consider.

15 And so that's where we're at right now.

16 CARB BOARD MEMBER TAKVORIAN: Okay. It feels
17 like we know a lot, so it's a little hard to hear that
18 we're still looking at that when there are so many pilots
19 that have gone forward. So in that light, I guess, I'm
20 sitting with a few hundred people today, many of whom
21 are -- have developed and are executing programs that
22 do -- that cover some of the key things that you just
23 mentioned. So I hope -- and I hope I'm not out of line
24 with this, but I think that the CARB department that is
25 work on that would be happy to share the evaluation data

1 related to those projects. So we know a lot about what
2 works and what doesn't work, particularly in disadvantaged
3 communities. So I'm hopeful that that information can be
4 shared. I'm sure it can be and that it would be used in
5 the report.

6 So that kind of leads me to two other questions.
7 One is how is equity being incorporated in the -- in the
8 Plan and how are health impacts being incorporated in the
9 Plan?

10 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
11 CHIEF WALTER: What was the second thing after equity,
12 sorry?

13 CARB BOARD MEMBER TAKVORIAN: Health impacts.
14 How are health impacts, because you talked about how
15 are -- that you're looking at the costs for different
16 strategies. And I wonder if health costs are incorporated
17 in your overall cost estimates.

18 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
19 CHIEF WALTER: Okay. Yeah. Equity and public health are
20 fit into the eight goals of the -- of the CTP. So,
21 quality of life and public health is a goal and then
22 equity is a goal. So we have whole sections in the Plan
23 on those topics.

24 CARB BOARD MEMBER TAKVORIAN: Do you have
25 specific metrics as to how pollution is being reduced in

1 communities that are more impacted, how health impacts are
2 being reduced or not in those neighborhoods or throughout
3 the state, based on some of the VMT-reducing strategies?

4 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION

5 CHIEF WALTER: We have -- in terms of metrics, what we
6 have are proposed metrics. So in the section where we
7 talk about, for example, the equity goal, we have
8 different proposed metrics for how you could measure that.
9 And then we also have some objectives, and strategies, and
10 recommendations that we will then like basically transfer
11 into an implementation dashboard that goes on our website,
12 where you can track some of the things that we're actually
13 trying to do that we're recommending in the Plan to try to
14 further our goals.

15 We don't get into like a really high degree of
16 detail about specific impacts of each strategy on
17 communities, for example, because there's only so much we
18 can do. There's almost 30 different requirements in State
19 and federal law that talk about different things that the
20 report has to hit on. And each of those are like fairly
21 comprehensive requirements. And so we're really trying to
22 speak to a lot of things at really high level. We're
23 trying to go into enough detail to make it meaningful, but
24 also keep it broad enough that we can meet all of our
25 requirements. It's hard to do that.

1 So we're not going to extremely small level of
2 detail on like say how each strategy would reduce the GHG
3 in a particular community, but we are like referring to
4 resources that exist that do take a look at that. And we
5 are covering it at a high level.

6 CARB BOARD MEMBER TAKVORIAN: Well, I would --
7 I'm sure you know this, but CARB staff have done a great
8 job of evaluating what the health disparities are and what
9 the health benefits will be from reaching our climate and
10 air pollution goals. So it would be good, I think, to
11 include those in the Plan as one of the cost factors, as I
12 know that you're looking at the economics of it in money,
13 but that it has to be -- the health impacts I hope will be
14 included as well. So thank you for your responses.

15 CTC CHAIR GRISBY: Next up, we'll hear from Board
16 Member Cliff Rechtschaffen.

17 CARB BOARD MEMBER RECHTSCHAFFEN: Thank you very
18 much. My questions have been largely asked by Dr. Shaheen
19 and Board Members De La Torre and Takvorian.

20 I'll just offer a quick comment on the dialogue
21 back and forth about meeting our Scoping Plan goals or
22 carbon neutrality goals, our ambitious VMT goals. I want
23 to underscore the importance of what I heard you say a
24 couple different ways, the importance of using a variety
25 of models, testing a lot of strategies, getting a good

1 hand on where we realistically are, and maybe where we
2 realistically will go. And I want to especially point out
3 that we have failed to meet our VMT targets repeatedly
4 over the past 15 years. So clearly, whatever plans we've
5 been developing haven't been realistic or enough. So
6 that's one issue we have to deal with.

7 We know we face the loss of a lot of federal
8 transportation funding maybe State transportation dollars
9 given budget constraints. And we may need to rely more on
10 this sector given the State's uphill battle to maintain
11 authority to regulate vehicle emissions given the current
12 administration's attacks on California's authority. So
13 all that calls for a very robust realistic set of modeling
14 exercises, approaches, and strategies.

15 Thanks.

16 CTC CHAIR GRISBY: All right. Next up, we'll
17 hear from Board Member Eric Guerra.

18 CARB BOARD MEMBER GUERRA: Thank you, Chair.
19 First, I want to maybe lead off of where Board
20 Rechtschaffen just talked about realistic plans and then
21 pivot to the concept of RHNA and the realis -- and the
22 realism of those plans, and how many -- few cities have
23 actually are, unless they're relatively small, actually
24 meeting those plans, and even Sacramento, which is a
25 Prohousing city, and been designated as the first

1 Prohousing city, and very glad to see our level of
2 production of housing that has surpassed our colleagues
3 there.

4 But even with that, you know, the concern about
5 reducing VMT. And we can see here in our region and is --
6 and my concern with this plan here is that while I think
7 it is important to set out a number of scenarios,
8 without a clear hard focus on a recommended priority to
9 the Legislature, my concern, and my worry is, we will fall
10 back into this same scenario, where it is safe to have
11 very broad, undefined goals that people can assume they
12 might be getting to, and then 10 to 15 years later, a
13 similar meeting of this nature will be where no one is
14 meeting any goals. That's the old, you know, if
15 everything is a priority, nothing is a priority.

16 So, one, I guess, takeaway is I think it's
17 important that the Plan clearly identify funding
18 priorities specifically. Now, historically the way
19 budgets are made is you look at the prior year budget and
20 that funding allocation and that line item, and then you
21 question whether you increase that budget number or not.
22 And what I worry about this Plan is -- and I'm looking at
23 the prior plans as well, is that it never discusses about,
24 you know, those funding priorities. And, in fact, here in
25 our presentation, you know, the third point on pathways to

1 meet our air quality goals start -- point out specifically
2 raising transportation revenue versus considering, first,
3 whether we are allocating the appropriate revenues.

4 And I understand the color of money and where
5 things can go, but whether they should be going to
6 particular funding sources. At our last meeting -- and I
7 hope that those that aren't here today, who are spending
8 their afternoon, will consider that we hope that these
9 meetings produce something.

10 And at the last meeting, one request that I had,
11 that it was echoed by at least one other Commissioner and
12 I think maybe another one as well, was to have this body
13 take much more memorialized action. And I'll bring up the
14 issue of funding for REAP 2.0, and that is funding that
15 goes for infrastructure, that is not the sexy
16 infrastructure, that is the infrastructure that's under
17 the roadways, that we rip out and that we put back in, for
18 the purposes of reducing the cost of infill housing.

19 I do agree with the comment that, yes, we should
20 hold local governments accountable. And as a local
21 council member, I appreciate that, but I will also say
22 that when I see across the state, local governments are
23 responding to the market conditions. And the market
24 conditions is that it's easier still to build a greenfield
25 development than it is in any city that has an old

1 commercial corridor or a strip mall that would be prime
2 for transit, and -- and because of that, because of that,
3 no infill goes in there. In fact, there are even
4 affordable housing developers who will likely choose a
5 cheaper spot and a for-market developer -- a for-profit
6 developer will definitely look to make sure that that
7 return on investment is somewhere else.

8 So what we have in this plan that I worry about
9 is still not discussing the challenges of what our current
10 state is. And so before you go out and develop a plan
11 that looks at building new capacity and new issues,
12 sometimes you have to ask yourself, are we fixing what we
13 have today?

14 And I think most jurisdictions that face the VMT
15 challenges, are facing it, because it is too expensive to
16 actually build housing in the -- in the job center areas,
17 which make -- which results in higher rents, and higher
18 housing costs, and it -- and if you can -- if your rent is
19 the same as purchasing a home, but it only adds 35 minutes
20 to 45 to your commute, then you're going to purchase a
21 home somewhere else, or likewise even purchasing an older
22 home with -- that may be a fixer upper, if you can get a
23 brand new one, a 300[SIC] square foot home with a four
24 bedroom house, two and a half bathroom, and a three car
25 garage, then you may opt to do that, and actually then go

1 out and get the bigger vehicle that has the seat warmers
2 and air conditioned seats that all of them have today.

3 So I would say, you know, my point here is that
4 this body needs to take that action. Now, I guess the
5 question that I have is it was a request to do a letter to
6 the Legislature by these two independent bodies about the
7 importance of funding priorities like REAP 2.0, but I
8 haven't seen that discussion, so I'd like to maybe ask the
9 CTC staff if they've looked at this as part of their role.

10 This is where funding is allocated at HCD, but it
11 is a transportation issue, because what we're doing is
12 ripping out the roadways. So maybe that's a question for
13 CTC staff is where are we, one, on our past request here
14 from this body, and second, how does the transportation
15 plan acknowledge those infrastructure challenges that are
16 restrictive to housing to reduce VMT. Those are two
17 questions.

18 CTC CHAIR GRISBY: Director Taylor.

19 CTC EXECUTIVE DIRECTOR TAYLOR: So maybe I'll --
20 for the California Transportation Plan, while the
21 Commission sets guidelines for the California
22 Transportation Plan, Caltrans is the agency that delivers
23 the plans and maybe I'll defer to Hannah on the first
24 question about kind of how we're looking at those things.
25 But in short, I think the answer is many of those things.

1 You're familiar with SACOG's plan. You're familiar with,
2 you know, Green Means Go and how those programs fit into
3 that regional planning process. That is an input into the
4 CTP, but I'll turn it over to Hannah.

5 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
6 CHIEF WALTER: That's true. Thank you, Tanisha. That the
7 RTPs are an input into the Plan. And they're fiscally
8 constrained project lists. And we are -- I'm struggling
9 with how to answer your question. That's a tough
10 question. You know, one thing that became really clear to
11 me when I was working with my team on this Plan is that
12 there is a limit. I feel like the real challenge with
13 what you're saying is that the reason that some of these
14 things are so difficult is we only have so much of a span
15 of control and we can have really good plans, but how much
16 influence can we really facilitate what's, within our span
17 of control and what's outside of our span of control.

18 Just speaking to the funding priorities question,
19 there -- most of the -- we looked at this in the fiscal
20 section. Most of our funding at Caltrans is statutorily
21 mandated. We don't have the ability to just shift it
22 around how we would want. It's already set.

23 But for housing, I will look again at the housing
24 section of our plan and see if it addresses the problem
25 that you're talking about, where it's really too expensive

1 for homeowners. And I heard someone else say that today
2 too. And it's also expensive for developers. And that's
3 encouraging development outside of a city center that
4 could lead to more VMT. I'm not sure if we specifically
5 raise that in the plan. We may in the housing section,
6 but I will double check. And if it's not in there, I'll
7 work with my staff to draft something about it.

8 CARB BOARD MEMBER GUERRA: Very good. And I --
9 you must have been thinking about the softball I was
10 looking for. But to the point of statutorily controlled
11 restrictions, you know, this Plan is intended to go to the
12 Legislature in October, for consideration for them to act.

13 So, I guess, you know, will the member agencies
14 here or members of the public have an opportunity to
15 engage in more detail on this plan before it goes to the
16 Legislature in October or is this our last bite at the
17 apple in a public way to influence the Plan.

18 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
19 CHIEF WALTER: Well, the Plan has -- let me make sure I'm
20 on the same page with you of timelines. Okay. So the --
21 we want to release this -- we're still it. It has to go
22 through like our internal -- finish our internal reviews.
23 And then we're trying to release it for public comment in
24 July of this year.

25 So then that might be one way where any member of

1 the public, including anyone here, can submit comments on
2 the Plan. And then we have to finalize it by December of
3 this year. But that's -- it has to go all the way up
4 through the Governor's office before it gets final
5 approval.

6 So I'm not sure. I'd have to work offline with
7 like the CTC staff to see if there's another opportunity
8 in terms of like the timing of where this body falls and
9 the approvals fall. I think we're going for a 45-day
10 public comment period, so we'll have to work on that, if
11 we could talk about it again.

12 CARB BOARD MEMBER GUERRA: I would appreciate it,
13 but I think a 45-day comment period, while appropriate and
14 standard on what most agencies do and regulatory bodies
15 do, I think it's important that that deeper dive versus
16 the overview that we had today is part of this
17 conversation with this group. And I'm not sure. I mean,
18 our schedules are, I think, three a year or four a year.
19 But, you know, the -- back to the -- where I started. I
20 hope that this body becomes something that actually can
21 have some tangible memorialized action that comes out of
22 it. Thank you.

23 CTC CHAIR GRISBY: Next up, we'll hear from Board
24 Member Linda Hopkins.

25 CARB BOARD MEMBER HOPKINS: Thank you. I have

1 one question for CTC and one for HCD. First, for CTC on
2 the transit transformation. I first read a study,
3 probably 20 years ago, talking about the perception of
4 transit, as it pertains to travel time. And it turns out
5 that if you're driving a car, you perceived the trip as
6 shorter than it actually is. If you're riding a train,
7 it's actually roughly equal, sort of what you perceive is
8 actually pretty much matching reality. And unfortunately,
9 for a bus, it's the inverse of a car. So you actually
10 perceived the trip as longer than it actually is.

11 And, you know, that presents honestly a very real
12 problem when it comes to voluntary adoption of transit
13 services for folks who have multiple options. And I'm
14 just wondering if the Transit Transformation Task Force is
15 looking at kind of perception transformation and cultural
16 transformation, as much as physical transformation.

17 CALTRANS RESEARCH DATA MANAGER OWENS: Yeah. I
18 think that's something that has been forefront in our
19 members' minds and something we'll be talking about in the
20 report. How do we grow and maintain life-long transit
21 riders? One area I'll highlight that we've been hearing a
22 lot from our members and our SMEs on has been student
23 passes, where -- how do we bet somebody in a middle
24 school, high school environment, if they're, you know --
25 you got a driver -- you know, we do -- we all know now

1 driver's licenses are declining among new 16 year olds.
2 What are their options to get around? You know, how do we
3 make sure transit is their first choice option there, and
4 that perception also about growing our transit workforce
5 among younger adults, something that we've got some
6 recommendations that have been approved on.

7 Going on to the sort of wait time perception
8 issue one, and this also touches on Commissioner Elliott's
9 earlier comments on efficiencies, which is between -- just
10 to add on to the research, one of the most challenging
11 parts of the delivering fast and reliable transit service
12 that people choose is reducing wait times. Because as
13 much as people don't like their time in transit, and
14 nobody likes being stuck in traffic, nobody really likes
15 waiting for the bus, and that's one that we see some of
16 the most choice penalties when wait times are increasing.

17 One thing that has been occurring sort of long
18 term and why we need this transformation has been a
19 decline in the average speed of the transit -- the average
20 bus in California in 2010 went 12.5 miles an hour. Today,
21 that's closer to nine. And I know that seems like a small
22 gap, but in order to maintain 10 minute service, and
23 that's sort of the industry standard for show up and go
24 service in urban area, you're going to need to commit 25
25 percent more resources.

1 So we've seen this sort of spiral, where agencies
2 are slowing down their schedule, slowing down their buses,
3 slowing down and increasing wait times, which means less
4 riders. The longer the wait time, fewer riders. So we've
5 got to really focus on how do we change the services, so
6 that people will want to come to transit. I do want to
7 highlight that it's not all doom and gloom. When we see
8 those changes in speeds, I'll point to the then SBRT case
9 that SFMTA has done. You've seen ridership is on those
10 lines about 140 percent of where it was in 2019 pre-COVID
11 and speeds are up about 25 percent.

12 So it's actually cheaper for SFMTA to run better
13 service, which is -- really allows us to get that
14 efficiency of instead of spending, you know, \$10 million a
15 year to operate a service that comes every 10 minutes,
16 they can spend that same amount to operate a service that
17 comes every five minutes, so working on both the
18 underlying realities and then also some of the campaigns,
19 schedule coordination, wayfinding, lighting, just to
20 really bring that image back that will help riders choose
21 transit. So it's something we're trying to tackle from
22 all the angles.

23 CARB BOARD MEMBER HOPKINS: That's great. I feel
24 like the wayfinding is critical. And then also the fewer
25 transfers you also see, you know, that people are really

1 basically willing to make one transfer and not so much
2 more than that, that you really see declining ridership if
3 it gets more complex than that.

4 Next question is for HCD and really following up
5 on Commissioner Elliott's remarks, and just thinking about
6 is it possible to actually mandate transit access, in
7 future housing elements. And I just wanted to share our
8 personal story in Sonoma County, which is that our RHNA
9 increased 654 percent between the last cycle and this
10 cycle. And that's in unincorporated Sonoma County, which
11 by definition is outside of city limits. And so we placed
12 about 3,300 units in unincorporated communities, much of
13 which -- many of which had no transit, you know, high fire
14 risk in communities with some of the highest water and
15 sewer rates in the state, because they have such a limited
16 rate payer base.

17 And, you know, in my district, we don't even have
18 real bus stops. It's literally just like a sign on the
19 side of the highway, and there's no protection from, you
20 know, the sun or the rain, not even a bench, right. And I
21 actually say this as YIMBY, not a YIMBA. I want to -- a
22 NIMBY. You know, I went and I took the heat in the town
23 halls. I stood up -- we, you know, managed to get all of
24 this upzoning through. But I also felt like there has to
25 be a better way. And so I just kind of wanted to think

1 about, you know, since we have limited opportunity for
2 infill in unincorporated communities, are the
3 opportunities for specific transit-oriented development
4 around, you know, existing or planned transit lines.

5 And so, you know, I honestly think that had
6 Sonoma County known that we were going to have to absorb
7 that many units, which is actually the equivalent of a
8 town that's larger than most of the towns I represent,
9 maybe we could have actually planned a new awesome,
10 bikeable, walkable town around our smartline, but we
11 didn't really know that was coming and didn't really have
12 time to make that large of a change, which would have also
13 required updates to our general plan, not to mention, the
14 CEQA on that probably would have taken us multiple years.

15 So my question for HCD is has there ever been
16 consideration that actually mandates transit for a
17 percentage of the upzoned properties as part of the
18 housing element? And I want to recognize that there
19 already are requirements around high-resource communities,
20 although I do question some of the methodologies, because
21 we had some communities that were not very high resourced
22 or didn't really have that transit access, which I think
23 is so important to future developments, but couldn't we
24 essentially --

25 CTC CLERK REMEDIOS: I'm sorry. Could you please

1 slow down a little bit, our translator is having trouble
2 keeping up.

3 CARB BOARD MEMBER HOPKINS: Oh, sorry. I get
4 this all the time and I really should know better.

5 My apologies. I'll let them catch up.

6 Okay. It looks like we're caught up. We're
7 good.

8 So, my question is could we actually force local
9 planning departments and permitting departments to work
10 with transit agencies on a future housing element cycle,
11 and actually mandate that a percentage of those units are,
12 you know, adjacent or within walking or biking distance to
13 a transit line.

14 HCD DIRECTOR VELASQUEZ: It's a good idea. We
15 always use the word "incentivize" those types of
16 partnerships. I know people don't like that, because
17 that's like just a -- really a not answer, but it's -- we
18 want to make sure that absolutely local jurisdictions are
19 working with transit agencies. And it just depends on
20 where we are. That's why we get a lot of criticism,
21 because the state of California is so diverse when you're
22 talking about certain jurisdictions, you don't have that
23 kind of like transit access, but you're mandating a much
24 higher RHNA and housing element requirements are
25 much stiff. You do have to contemplate for that as you're

1 trying to incentivize the relationship between transit and
2 new -- and new planning -- new housing planning.

3 So I think it is really incentivizing. The
4 incentives are meant to be in the housing elements between
5 local jurisdictions and transit, but there are no
6 mandates. But it's a good point that we're going to have
7 to take back as we are planning for the 7th RHNA cycle
8 that is coming up.

9 CARB BOARD MEMBER HOPKINS: Through the Chair, if
10 I may. I would just say that I would love it for you to
11 mandate it, because as a local jurisdiction, if it's not
12 mandated, it is going to be slow tracked and it is not
13 going to happen. So even just forcing us to meet with,
14 you know, the transit agencies as part of that process
15 could be really powerful.

16 CTC CHAIR GRISBY: I have a follow-up question.
17 So I was in a community recently and they told me that
18 they would need to have a lot more freeways to handle the
19 RHNA. Is there anything in the process that you have that
20 would deal with that question?

21 HCD DIRECTOR VELASQUEZ: I have to check what our
22 plans are for the 7th cycle of RHNA. We just submitted a
23 report to the Legislature that has recommendations in it,
24 but we certainly would not want to speak about more
25 highways when it comes to the 7th cycle RHNA and how local

1 jurisdiction -- regions and localities have to plan for
2 it. But I will take a look at that, what are those
3 requirements.

4 CTC CHAIR GRISBY: Thank you.

5 CTC EXECUTIVE DIRECTOR TAYLOR: And maybe I can
6 add something to what Director Velasquez said, is that
7 part of SB 375, I know we say very high level housing, but
8 housing is RHNA in the 375 process. And so, our regional
9 agencies are looking at how they align those pieces and
10 how they meet their GHG target as well. So just putting
11 in a whole bunch of more freeways to meet your RHNA target
12 is not going to get you to meet your 375 target. So there
13 are those checks and balance within the process.

14 CTC CHAIR GRISBY: Yeah, I don't think they had a
15 very robust transit plan.

16 Going to Commissioner Tiffany.

17 CTC COMMISSIONER TIFFANY: Thank you, Chair.

18 Going further on this intersection between
19 housing, and transportation, and climate, which is, of
20 course, what we're all about here. Kind of -- first of
21 all, I guess I'd like to double down on what my fellow
22 Commissioner Elliott and Director Velasquez said, speaking
23 about we need more affordable housing, particularly in
24 those areas that are close to the jobs and close to
25 transit. And that's obviously a given. And that's going

1 to reduce VMT. But at the same time, I also have to agree
2 that we need more affordable housing in the -- in the
3 further reaches of our State in some of the rural areas,
4 because that's where it's truly more affordable for some
5 of these workers. I mean, it really comes down to money
6 and how do we get affordable housing built.

7 And I guess maybe I'd like to hear further
8 comments from Director Velasquez on that score. Although,
9 I appreciate the idea of mandating and I agree that unless
10 you either strongly incentivize or you mandate, it's hard
11 to get builders to do the right thing. But at the same
12 time, frankly, they're not going to do anything if it
13 doesn't work for them from an affordability standpoint.
14 I'm mindful of some of people in my local jurisdiction
15 that want 25 or 30 percent affordable housing. It sounds
16 great, but no one is going to build it.

17 And so, I'm curious what -- whether they be
18 called incentives or ways that we can reduce the cost for
19 affordable housing, because I think ultimately that's what
20 we need to do, whether it be reducing regulation or what
21 have you, which I realize at times is in cross purposes of
22 other goals that we have. But to get there, I think
23 that's something we really -- we need to do.

24 The last comment I'll make in regards to this,
25 and I do have a question for Hunter here in a moment, but

1 it's very complicated, because I can tell you like in our
2 county, San Benito County, which is a rural county, but it
3 is on the edge of urban, and there's a number of areas
4 like this throughout our state, rural areas that are, you
5 know, pushing against urban areas.

6 So there is a -- people are driving to where the
7 jobs are. But in our county, I can tell you that because
8 the roads are in such terrible conditions and there's so
9 much traffic, that there is a slow growth movement to the
10 point where no housing is getting built period or they're
11 fighting it like hell, which doesn't solve the problem
12 either. So you can run into that problem as well. So we
13 need to fix -- in our county and other rural areas, we need
14 to fix that transportation issue. I would love it to be
15 fixed by transit as opposed to expanding a highway or what
16 have you, but there's frankly no money in many of those
17 rural areas to have transit and the transit doesn't
18 currently exist, which again I want to eventually ask the
19 question of Hunter whether -- how that's being looked at,
20 but anyway. A number of comments. Maybe you can first
21 respond Direct Velasquez.

22 HCD DIRECTOR VELASQUEZ: I'll add my own comments
23 to your reflections. Number one, I wholeheartedly agree
24 that this is why the 6th cycle of RHNA is so robust,
25 right, because the numbers call for housing across cities

1 and counties. The previous comment was, you know, Sonoma
2 County, you know, so many, housing units that have to be
3 planning on in incorporated areas. So we are -- we're at
4 in agreement that housing units need to increase across
5 areas.

6 But also, I want to emphasize that we also
7 strongly believe that RHNA is absolutely a climate tool
8 within a state -- within the state of California. We are
9 seeing, because of funding, unprecedented level of
10 investments in the last four and a half years. And
11 because of the policies that the Legislature has codified
12 that the Governor has signed, we are seeing a movement
13 towards -- and in spite of being much costlier to bring
14 housing, and especially affordable housing, into areas
15 that are closer to jobs and amenities, we are seeing that
16 gradually moving that direction, because of policies,
17 because of incentives, and because of funding. We're
18 never going to have enough policies and funding that
19 steers the market away from developing in farther areas,
20 because just the market will continue to make housing
21 cheaper in those, just by the fact of the cost of land
22 from farther areas. But we are seeing movement in the
23 direction of creating the type of housing and infill and
24 in low VMT areas.

25 Just a point of note is that the share of lower

1 income units in new development has nearly doubled since
2 2081. We don't talk a lot about how very low income unit
3 completions increased by 44 percent in the last two years
4 for which we have full data.

5 So low income units completions rose by 75
6 percent and other type of housing rose by 61 percent in a
7 year-by-year comparison, the last two years for which we
8 have data. So we are seeing a lot of great progression in
9 the direction of Building more housing across this
10 spectrum, but especially in the low-income category, and
11 building it, steering it closer to the parcels where it
12 needs to be built, which is low VMT and infill.

13 So I -- the -- we're never going to have -- you
14 know, we're never going to -- housing elements and RHNA
15 are really planning targets, planning exercises, but it
16 will be very, very hard to meet that volume, but we are
17 seeing progressions in that direction, because of
18 investments and because of the policies that the
19 Legislature and the government have codified into law.

20 CTC COMMISSIONER TIFFANY: Okay. Thank you.
21 Thank you for that.

22 And, Hunter, so my question is just -- and again,
23 I know there's limited money, of course, but, if we truly
24 want to see in the -- in the rural areas of our state to
25 not be looking at highway expansion, or which obviously,

1 you know, can potentially increase VMT, although there's
2 some issues about how much, because it's rural. But
3 putting that aside, there needs to be more transit options
4 in those areas, and -- but the expenses can be huge. And
5 so, I'm wondering, does your -- is the Committee looking
6 at how do we better address that? I mean, it's really
7 more of a long-term -- I'm afraid, long-term answer, but
8 if we really want to get there as a state, that's really
9 critical.

10 CALTRANS RESEARCH DATA MANAGER OWENS: Yeah, I --
11 it's something that is absolutely critical. No community
12 can be left behind in transit is a life line in rural
13 communities, as a -- the small operators who serve that,
14 typically funded by both TDA and federal 5310 and 5311
15 programs.

16 Transit, inside rural communities, is inherently
17 going to look different than transit inside urban
18 communities. But, one of the things I want to highlight
19 that I feel like the task force can really do to help
20 rural communities is this TDA reform effort. The agencies
21 that have been most penalized on farebox recovery with
22 regards to TDA, which means cutting service in rural
23 communities have -- it's been rural transit operators have
24 had a much harder time meeting those farebox recovery
25 requirements compared to the urban ones. I also want to

1 make sure we think clearly about not -- you know, as we
2 plan transit service for rural communities, it's not just
3 about ridership. You know, one ride in an urban area, you
4 know, might be a mile, two miles. These are shorter trips
5 that you need high frequency services for in rural
6 communities.

7 And this is something Caltrans is working on on
8 with our statewide intercity bus service -- study, excuse
9 me and is something that we continue to talk about in the
10 Task Force, you see much, much longer trip distances. But
11 this means when people choose to take those trips and
12 take -- and have those available options to make those
13 longer trips -- as you've mentioned, your -- the community
14 you represent has a lot of sort of ex-urban, suburban
15 commute style trips, those often deliver -- they may not
16 deliver a lot of passenger rides, but they deliver a lot
17 of passenger miles traveled, which are really effective at
18 reducing VMT in happening us meet our VMT goals.

19 So transit in rural communities is a key part of
20 what we're looking into the Transit Transformation Task
21 Force. I think especially with the TDA reform effort,
22 that's going to really help our rural operators, if we can
23 land that, and the Legislature can, you know, help reform
24 that process that is really unfairly penalized them for
25 not meeting a 1970s ear standard, to be frank.

1 CTC COMMISSIONER TIFFANY: Right.

2 CALTRANS RESEARCH DATA MANAGER OWENS: And I am
3 really optimistic that we can start to slowly turn the
4 ship towards making sure people have access to opportunity
5 and destinations via transit, regardless of whether they
6 live in an urban, rural, or suburban community across the
7 state.

8 CTC COMMISSIONER TIFFANY: Okay. Thank you.

9 CTC CHAIR GRISBY: I have a follow-up question.
10 Has there been any effort to look at reducing the cost of
11 operations for transit to make it pencil better, if you go
12 to lower density areas, for example?

13 CALTRANS RESEARCH DATA MANAGER OWENS: Yeah. I
14 will touch on -- we're covering a number of areas in that
15 topic. In more urban areas, I would say our most
16 important recommendations are going to be around transit
17 prioritization stuff like signal priority, bus lanes, bus
18 on shoulder, those sort of treatments. And as I mentioned
19 earlier, where they've been deployed in the state have
20 seen really substantial reductions in -- you deliver the
21 same service. You use one bus. It's going 25, 30, even a
22 hundred percent faster, can deliver much better service to
23 much more customers at a lower operating cost level. So,
24 what you can see is if we make the right capital
25 investments, we save on the operating. And that operate

1 cost is obviously annual capital as one time.

2 In our more rural and suburban coordinations,
3 we're going to be coming back with recommendations around
4 sort of stuff like schedule and fare coordination, where
5 it's about how do make sure that, you know, when the
6 states -- you know, when we have investments in rail, you
7 have the ability to connect into those larger rail nodes,
8 pulse type scheduling. This is an international best
9 practice we see across the globe, so that, you know, we
10 can see, you know, that coordination means that instead of
11 having to run three competing services that kind of serve
12 the same market, we're actually all coordinating and
13 having all the agencies talk to each other and making sure
14 that the schedule is harmonious.

15 And we might, you know, say, well, yeah, you
16 know, we could run this competing service, but -- on this
17 highway next to this rail corridor, but actually it's more
18 important to -- you know, let's make sure we can funnel
19 people to the rail. And that schedule, you know, train
20 arrives, somebody gets off, the bus is waiting for them or
21 vice versa.

22 So recommendations are forthcoming on both of
23 those topics and I hope we'll address that area.

24 CTC CHAIR GRISBY: Great. Any use of technology
25 to do that?

1 CALTRANS RESEARCH DATA MANAGER OWENS: Definitely
2 a lot of technology is required, including looking at how
3 we can better ensure that fair media is wildy available.
4 Obviously, my unit --

5 CTC CHAIR GRISBY: Automation. Automated
6 shuttles at all?

7 CALTRANS RESEARCH DATA MANAGER OWENS: Sorry?

8 CTC CHAIR GRISBY: Automated shuttles at all or
9 anything like that?

10 CALTRANS RESEARCH DATA MANAGER OWENS: It's
11 something that's been discussed. I don't know if we have
12 any full recommendations yet coming back on that, but it
13 has been discussed at the Task Force level.

14 CTC CHAIR GRISBY: All right. Moving to
15 Commissioner Falcon.

16 CTC VICE CHAIR REYES FALCON: Thank you. Thank
17 you, Chair, and thank you, Hunter, and thank you, Hannah.
18 Good to see you again. Thanks for your presentation.

19 I'm very stimulated by all the thoughtful
20 comments and questions from the Board members and the
21 Commissioners.

22 I kind of want to take it up maybe a little bit
23 of a higher level, because we're talking about multiple
24 plans, transforming transit, looking at long-term
25 transportation. Our SB 1121 needs assessment will be

1 coming before us for adoption in May, June. And, you
2 know, as -- and we're kind of contemplating this and then
3 we're hearing about, you know, the additional pressures on
4 our system, keeping the system maintained, ensuring that
5 our -- you know, that we're applying, you know,
6 VMT-reducing approaches, such as the suggestion that
7 Commissioner Elliott and others have mentioned as it
8 relates to housing and really kind of contracting these
9 uses so that we're not traveling many miles to get to our
10 places of destination.

11 You know, I'm looking how we package all this,
12 right, to the Legislature and Governor. Ultimately, you
13 know, we talked about funding. Supervisor Legg-Ortiz, you
14 know, talked, you know, very much about -- and you're
15 right that it's been many, many years and probably even,
16 you know, more than a decade now that we've been
17 contemplating a gas tax replacement, whatever we were
18 going to call it, right?

19 This ultimately gets to the decision-makers. As
20 you mentioned Hannah, the policymakers will have to make a
21 decision on how we're going to pay for all of this. Even
22 if we do contract, you know, our travel, we still have to
23 contemplate freight, right? We didn't have any really
24 talk about freight and deploying zero-emission vehicle
25 infrastructure to support that. Hannah, you worked on

1 some of that when you were with CTC.

2 So there are many needs, and they're going to be
3 expensive, and we need to continue to contemplate how
4 we're going to meet those needs, and, you know, ensuring
5 that, you know, we're making decisions, yes, that reduce
6 impacts to communities, and the environment, and to our
7 health. But, you know, as we bring these things forward
8 to our decision-makers, they're looking at it from the
9 lens of their constituents and how does -- how are our
10 constituents going to afford paying for transportation
11 amid the myriads of things that they're dealing with right
12 now, all of us, in terms of cost pressures on our
13 households.

14 And so, it's really a reflection, or maybe
15 there's a comment, on how we -- how we bring this forward
16 to the Legislature and the Governor, so that we can
17 make -- so that we can have a solution, so -- to our
18 funding needs that will address all these priorities.

19 I don't know if anybody has any comments, but I'd
20 welcome it, because this is something that is weighing on
21 our decision-making, as -- you know as the CTC, how we're
22 going to fund projects in the future.

23 CALTRANS RESEARCH DATA MANAGER OWENS: I'll just
24 speak to SB 125. This was not the first effort at TDA
25 reform that the Legislature had asked for. I hope we are

1 the final. But one of the most important things about TDA
2 reform, and I think the legislative intent or the
3 administrative intent behind SB 125 going from just reform
4 this one particular law with these -- on transit
5 transformation is a transformed transit system for this
6 state will allow Californians to live -- more Californians
7 to live without multiple cars or needing a car to drive to
8 get to their jobs, and that has huge cost savings for our
9 riders.

10 As everyone here knows, the cost of operating and
11 maintaining a vehicle keeps going up. So delivering --
12 you know, I hope in trying to package all of these
13 recommendations together to deliver a transformed transit
14 system, we will have a compelling story about why there
15 is -- and there will be -- there is a cost. We all know
16 that, but there is actually something of value you're
17 getting for that cost. So hopefully packaging this
18 together brings that story together.

19 CALTRANS TRANSPORTATION PLANNING DEPUTY DIVISION
20 CHIEF WALTER: Yeah, and that's a good question,
21 Commissioner Falcon. I really appreciate it. I think one
22 thing that we're trying to message in the CTP that could
23 help is -- well, two things. One is what are incremental
24 improvements that we could make? Like, it's not
25 necessarily an all or nothing thing. I mean, we know what

1 our goal is and we're trying to get there, but are there
2 incremental improvements that we could make like maybe
3 we -- maybe we can't get right away to our end game, but
4 maybe we can move forward in a little bit. You know, so
5 the -- I think messaging it that way is good, that it's
6 not an all or nothing question.

7 And then, the other thing is just messaging
8 trade-offs, because sometimes I think if you can present
9 people with clear options and then empower them, that they
10 can make this choice or they can work with their
11 constituents to make the choice, then that is also
12 helpful, because we can't do everything perfectly. We're
13 going to have to make some tough choices. But at least if
14 people feel like they know what those are and they feel
15 empowered to make them, then I think that can help.

16 CTC VICE CHAIR REYES FALCON: Thanks for that,
17 both of you. And I think you're right. It's -- you know,
18 how do we empower our decision-makers to help communicate
19 and articulate what it is that we're all trying to do, and
20 that it isn't all or nothing and that there is -- you
21 know, there is, you know, fruition at -- you know, that
22 can incrementally come, and that we're not trying to all
23 at once impact them and their -- you know, and their
24 ability to contribute to, you know, our transportation and
25 such.

1 And so I appreciate that. I think it's something
2 that we all are going to have to work on really
3 thoughtfully as we're putting these plans out as we're
4 messaging this. I mean, we have a tendency to dive right
5 into the, you know, nitty-gritty, which we all -- you
6 know, this is what we do, but then how do we put it out
7 there to the rest of the world and have them, you know,
8 understand what we're doing, that we're not just -- you
9 know, we're not just throwing numbers, and models, and,
10 you know, talking about projects, and -- you know, and
11 they hear -- is it competing or do they -- or are they
12 complementary to each other, you know, the public wants to
13 understand what it is that we all do. And, you know, we
14 want to help our policymakers articulate that, and for
15 the -- and empower them to make decisions. So thank you.

16 CTC CHAIR GRISBY: Thank you. Before we go on to
17 Commissioner Eager, I have a question. So sitting here
18 with CARB makes me think a lot about market
19 transformation, and I'm wondering if we're using our
20 market power to make the bus a little different or make
21 public transit different, because really when it comes
22 down to it, we haven't seen the bus change in terms of the
23 customer experience in quite a long time. So I'm
24 wondering if the Task Force has thought about that at all,
25 how do we change the market dynamics, and make that sector

1 more innovative.

2 CALTRANS RESEARCH DATA MANAGER OWENS: I think
3 there's been substantial engagement both at the Task Force
4 level and just a number of different working groups. I
5 want to highlight obviously that CARB has its Innovative
6 Clean Transit Regulation that is pushing the entire
7 industry and transit market towards a zero-emission bus
8 fleet. I think that is one of the areas we're going to be
9 covering in the Task Force report on how that market for
10 ZEV buses and ZEV transit vehicles is forming up.

11 I think there's definitely substantially, you
12 know, more work that could be done on other markets, but I
13 do want to particularly highlight one of the areas that
14 has been really of interest to the Task Force is
15 understanding where we're going in the zero-emission
16 vehicle market for transit fleets and sort of that
17 heavy-duty subset and how that may or may not be
18 interacting with our goals of, you know, having a fleet
19 available as the transition timeline for public -- public
20 transit is much more aggressive than other sections of the
21 vehicle fleet, but we are, you know, continuing to make
22 progress on meeting those goals. So that's one area where
23 I think there's been a lot of work done, but there's
24 definitely other areas, as you've mentioned, where I think
25 more work can be done.

1 CTC CHAIR GRISBY: It's like the customer
2 experience.

3 On to Commissioner Eager.

4 CTC COMMISSIONER EAGER: This is not a question.
5 This is just really a statement. I just wanted to thank
6 you all. It was so refreshing to hear you talk about
7 here's our goals, but what we're looking at now, is this
8 attainable, is this feasible, if we look at how much money
9 it costs, if we look at weighing whether or not we can
10 actually do this based on what might be the -- to the
11 detriment of other things.

12 You know, I think for so long, we put these
13 things on paper that say, by God, this is the right way to
14 go, and we're going to do this, and we didn't look at, oh,
15 man, with the general public out there, is that really
16 feasible? Is that true? Can we really do this?

17 So I just want to tell you how much I appreciate
18 that you are looking at that, because we do want to attain
19 things, we do want to get there, but we don't want to
20 every time come and say, oh, well, we didn't do it. We
21 couldn't get there, right, which is what we do.

22 So thank you for changing that mindset and saying
23 let's make those goals, let's make those attainable things
24 that we can all grasp on, and say, you know, we did this
25 in 2035, or wherever place we're going to get there. So

1 thank you so much for looking at it that it way.

2 CTC CHAIR GRISBY: Supervisor Ortiz.

3 CARB BOARD MEMBER ORTIZ-LEGG: I'll be quick.

4 You know, again, I'm representing small all air districts.

5 I'm just going to say that, you know, I think that it's so

6 great to have the goals. There's so much that's been

7 accomplished. I'm just wondering if there is a way to

8 regionally address things, so that, you know, there's some

9 places that can move forward ahead quicker than others.

10 And by focusing our -- the resources that we do have in

11 places where these things make sense, let's do it. The

12 places that are challenged based on size, proximity,

13 populations, et cetera, you know, let's let them catch up

14 or figure out ways that we can make our goals that are

15 realistic.

16 You know, when I -- when I look at our overall

17 output of emissions within our county, we're really --

18 we're really very clean. You know, we also generate, you

19 know, 20 percent of the California's clean energy with our

20 Diablo Canyon nuclear power plant. So, I mean, there's a

21 lot of things that we're contributing into the clean air

22 goals, but -- so it's like how can we regionalize as well

23 as bring this large state of 40 million people into areas

24 that these goals can be accomplished where they exist to

25 happen easier.

1 That's just a comment. Thank you.

2 CTC CHAIR GRISBY: Anyone else from the dais that
3 would like to comment?

4 Seeing none, we're going to move Director Taylor
5 for closing remarks.

6 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you, Chair.
7 I always appreciate the meaningful discussions we have at
8 these meetings. And I want to thank the public and our
9 interagency staff especially, Board and Commissioners, and
10 every stakeholder that is here in the room today and
11 watching online.

12 Participation and engagement is critical for
13 advancing our shared policy goals. We had a robust
14 dialogue on many issues of statewide significance, with an
15 emphasis on how to further transportation, housing, and
16 climate policy initiatives through coordinated long-range
17 transportation planning.

18 We heard from Caltrans staff on their work to
19 publish the next California Transportation Plan and
20 support the Senate Bill 125 Transit Transformation Task
21 Force. And, Hannah, it's good to see you again.

22 I noted the following actions that our staff will
23 work to carry forward. We will work with Caltrans to
24 include in the California Transportation Plan a further
25 consideration of the role of infill housing and

1 California's transportation goals, and two, strengthening
2 consideration of the VMT goals established in the Scoping
3 plan and identification of strategies for achieving those
4 goals.

5 We will work together on housing assumptions used
6 by our agencies can reflect the State's commitment on
7 housing accountability and affordable location efficient
8 housing to achieve climate goals and reduce transportation
9 infrastructure cost. We will provide an update on the
10 Regional Housing Needs Assessment and housing
11 accountability processes at a future joint meeting. We
12 will work to coordinate briefings for interested
13 Commissioners and Board members on the Transit
14 Transformation Task Force recommendations and the
15 California Transportation Plan prior to their
16 finalization.

17 We will continue to coordinate on the significant
18 efforts and provide updates when we meet again in November
19 during our next progress report. And thanks. And I'll
20 hand it back to you.

21 CTC CHAIR GRISBY: Thank you. And thank you to
22 everyone that tuned in today for our joint meeting. I'd
23 like to thank the teams from our three agencies who help
24 coordinate these meetings. And particularly, I'd like to
25 thank the Commission's planning --

1 CTC CLERK REMEDIOS: I'm sorry. Can we check for
2 public comment on that item.

3 CTC CHAIR GRISBY: Good point. Is there any
4 public comment?

5 CTC ASSISTANT CLERK HALL: We have no public
6 comment online.

7 CTC CHAIR GRISBY: Anyone in the room?

8 No.

9 Specifically, we'd like to thank Doug Remedios
10 Brandy Fleming, Justin Hall, Laura Pennebaker, and Destiny
11 Preston for their help in making today's meeting happen.
12 I look forward to these continuing discussions at our next
13 joint meeting which will be held in Riverside on November
14 6th.

15 Before we conclude, I wanted to also invite you
16 all to the Commission's next town hall meeting, which be
17 held in imperial county later this month April 24th and
18 25th. Out town hall meetings are a great opportunity to
19 learn more about rural transportation challenges and the
20 great diversity of our state.

21 With that, I'd like to ask Chair Randolph or
22 Director Velasquez, if you have anything you'd like to add
23 before we take public comment for items not on the agenda.

24 CARB CHAIR RANDOLPH: Thank you, Chair Grisby.
25 And thank you to Hannah and Hunter. Those were great

1 presentations, really, really interesting. And I learned
2 what TDA reform is, so that was very important. I
3 appreciate it.

4 I just wanted to kind of take up a little bit to
5 kind of the statutory frameworks we're working with and
6 we're grappling with here, right? You know, we are
7 implementing AB 1279. We are moving toward carbon
8 neutrality by 2045. And we recognize that there are
9 fiscal challenges, and various practical challenges that
10 we all have to deal with as we try to increase housing to
11 make the state more affordable.

12 And the CTP to me, as several of my colleagues
13 here on the dais have stated, is really that opportunity
14 to provide that common framework, that long-range plan for
15 making transportation decisions that really support the
16 transformation that we need to see in California. And so
17 I really encourage the document, you know, in the work
18 you're doing, to very clearly link up with the Scoping
19 Plan and recognize sort of that economy-wide analysis is
20 really meant to help think about how we meet that
21 statutory goal.

22 And so being very clear that, you know, you're
23 working with that framework, and you are, as has been
24 discussed, really identifying the challenges and
25 opportunities within making these policy decisions on how

1 to meet that goal, but we can't lose site of that goal.

2 So, I really appreciate the conversation. This
3 has been one of the most substantive, I think, of these
4 joint meetings. We -- I feel like a lot of what the
5 comments we got could just go straight into the -- into
6 the CTP in terms of thinking about the different
7 challenges we all have. So I really appreciate everyone
8 sitting at this table and the presentation that kicked
9 this off.

10 Thanks.

11 HCD DIRECTOR VELASQUEZ: Thank you. Thank you to
12 the presenters, Hunter and Hannah. Very helpful. Thank
13 you for the comments about the input that you've received
14 from HCD staff on various sections, housing related. I
15 want to also thank the HCD team that is here and really
16 the relationship with Tanisha you and your team, and the
17 HCD staff, and the ARB staff. And I want to thank the
18 thoughtful comments of Board Members, Commissioners.
19 Member Guerra thank you for always your support and your
20 comments about REAP. We'll be happy to continue to come
21 back and continue to present like good examples of what
22 REAP is producing in terms of good housing,
23 transportation, and climate goals.

24 And I noticed some few Board members and
25 Commissioners. So one thing that I may -- as the staff is

1 in the future maybe kind of refresh -- refresher of RHNA
2 and housing elements, and how the -- how we're making
3 progress on closing the shortage of housing across the
4 state, and also the connection of that progress with our
5 climate goals, because we do know how much that is
6 affecting in a good way climate goals. So we'll be happy
7 to come back and do kind of a refresher on that, if that's
8 okay. Thank you.

9 CTC CHAIR GRISBY: Thanks so much.

10 We now have time for public comment for those
11 items not on the agenda. Is there any public comment?

12 CTC ASSISTANT CLERK HALL: Yes. Online we have
13 two written comments that I will read now.

14 The first one is from an anonymous attendee.
15 "The current federal administration targeted California's
16 Cap-and-Trade Program on April 8th with the release of
17 another Executive Order that directs the Attorney General
18 to identify State laws burdening the use of domestic
19 energy resources and involve greenhouse gas reduction and
20 environmental justice initiatives. How will the joint
21 agencies respond to or take action to protect the very
22 programs that are under target?"

23 And then the second written comment, also from an
24 anonymous attendee. "What can we do to mitigate local
25 jurisdictions and their lack of supporting housing? SB

1 1000 in my area is tokenized, much less enforced. How can
2 we create more teeth in our housing policies that -- with
3 the use of smart planning and development?"

4 CTC CHAIR GRISBY: All right. Thanks so much and
5 we are adjourned. Have a great evening.

6 (Thereupon the California Air Resources
7 Board, California Transportation Commission, and
8 California Department of Housing and Community
9 Development meeting adjourned at 3:28 p.m.)

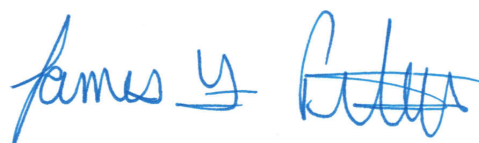
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