

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

ZOOM PLATFORM
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY
BYRON SHER AUDITORIUM, SECOND FLOOR
1001 I STREET
SACRAMENTO, CALIFORNIA

THURSDAY, NOVEMBER 6, 2025

1:13 P.M.

JAMES F. PETERS, CSR
CERTIFIED SHORTHAND REPORTER
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APPEARANCES

CARB BOARD MEMBERS:

Lauren Sanchez, Chair

John Balmes, MD

Hector De La Torre

John Eisenhut

Senator Dean Florez (Remote)

Todd Gloria (Remote)

Eric Guerra

Assemblymember Corey A. Jackson

Dawn Ortiz-Legg

Cliff Rechtschaffen

Susan Shaheen, PhD

Senator Henry Stern

Diane Takvorian (Remote)

CTC COMMISSIONERS:

Darnell Grisby, Chair

Clarissa Reyes Falcon, Vice Chair

Senator Dave Cortese (Remote)

Joseph Cruz (Remote)

Lee Ann Eager

Jason Elliott (Remote)

Carl Guardino

APPEARANCES CONTINUED

CTC COMMISSIONERS:

Zahirah Mann

Bob Tiffany (Remote)

CARB STAFF:

Steven Cliff, PhD, Executive Officer

Courtney Smith, Principal Deputy Executive Officer

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

Shannon Dilley Chief Counsel

Chanell Fletcher, Deputy Executive Officer - Equity,
Communities, and Environmental Justice

Christopher Grundler, Deputy Executive Officer - Mobile
Sources and Incentives

Femi Olaluwoye, Deputy Executive Officer, Southern
California Headquarters and Mobile Source Compliance

Edna Murphy, Deputy Executive Officer, Internal Operations

Rajinder Sahota, Deputy Executive Officer, Climate Change
and Research

Pippin Brehler, Assistant Chief Counsel, Legal Office

Kristina Boudreaux, Senior Attorney, Legal Office

Joshua Cunningham, Vehicle Program Specialist, Sustainable
Transportation and Communities Division (STCD)

Ariel Fideldy, Branch Chief, Air Quality Planning Branch,
Air Quality Planning and Science Division (AQPSD)

Nesamani Kalandiyur, Manager, Transportation Analysis
Section, STCD

APPEARANCES CONTINUED

CARB STAFF:

David Quiros, Branch Chief, Mobile Source Analysis Branch,
AQPSD

Annalisa Schilla, Chief, STCD

CTC STAFF:

Tanisha Taylor, Executive Director

Paul Golaszewski, Chief Deputy Director

Laura Pennebaker, Deputy Director, Transportation Planning

Doug Remedios, Clerk of the Commission, Administration and
Financial Management

HCD STAFF:

Gustavo Velasquez, Director

Megan Kirkeby, Deputy Director, Housing Policy Development

ALSO PRESENT:

Martha Armas-Kelly, Interagency Transportation Equity
Advisory Committee

Mike Bullock

Manuel Cunha, Jr., Nisei Farmers League

Ben De Alba, California Department of Transportation

Sarah Deslauriers, California Association of Sanitation
Agencies

Renee DeVere-Okie, Sacramento Area Council of Governments

Gregg Fishman, Sacramento Regional Transit

APPEARANCES CONTINUED

ALSO PRESENT:

Sally Greenspan, Enterprise Community Partners

Stacie Guzman, Merced County Association of Governments

Kenneth Kao, Metropolitan Transportation Commission

Ryan Kenny, Clean Energy

Brian Kolodji

Philip Law, Southern California Association of Governments

Antoinette Meier, San Diego Association of Governments

Sophia Rafikova, Coalition for Clean Air

Janice Luna Reynoso, Mundo Gardens

Nicole Rice, California Renewable Transportation Alliance

Mariela Ruacho, American Lung Association

Maria Ruiz, Central California Asthma Collaborative

Jeanie Ward-Waller, ClimatePlan

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PROCEEDINGS

CARB CHAIR SANCHEZ: Good afternoon. Welcome everyone to the November of 6th joint meeting of the California Air Resources Board, the California Transportation Commission, and the Department of Housing and Community Development.

First, we will begin with a roll call from CARB Board members and I will turn it over to the CTC Chair Darnell Grisby.

Clerk of the Board, please call the roll for CARB.

CARB BOARD CLERK FRENCH: Dr. Balmes.

CARB BOARD MEMBER BALMES: Here.

CARB BOARD CLERK FRENCH: Mr. De La Torre.

CARB BOARD MEMBER DE LA TORRE: Here.

CARB BOARD CLERK FRENCH. Mr. Eisenhut.

CARB BOARD MEMBER EISENHUT: Here.

CARB BOARD CLERK FRENCH: Senator Florez?

Mayor Gloria.

CARB BOARD MEMBER GLORIA: Here.

CARB BOARD CLERK SIMPSON: Councilman Guerra.

CARB BOARD MEMBER GUERRA: Here.

CARB BOARD CLERK FRENCH: Supervisor Hopkins.

Assembly Jackson.

Mayor Lock Dawson.

1 Supervisor Ortiz-Legg.

2 CARB BOARD MEMBER ORTIZ-LEGG: Here.

3 CARB BOARD CLERK FRENCH: Dr. Pacheco-Werner.

4 Mr. Rechtschaffen.

5 CARB BOARD MEMBER RECHTSCHAFFEN: Here.

6 CARB BOARD CLERK FRENCH: Dr. Shaheen.

7 CARB BOARD MEMBER SHAHEEN: Here.

8 CARB BOARD CLERK FRENCH: Senator Stern.

9 SENATOR STERN: Here.

10 CARB BOARD CLERK FRENCH: Ms. Takvorian.

11 CARB BOARD MEMBER TAKVORIAN: Here.

12 CARB BOARD CLERK FRENCH: Chair Sanchez.

13 CARB CHAIR SANCHEZ: Here.

14 Chair Grisby, please have the clerk call the roll
15 for your Commissioners.

16 CTC CHAIR GRISBY: Thank you, Chair. I'd like
17 turn to Justin Hall haul or is it Doug Remedios for that?

18 CTC CLERK REMEDIOS: Thank you, Chair.

19 Commissioner Bradshaw.

20 Commissioner Cruz.

21 CTC COMMISSIONER CRUZ: Here.

22 CTC CLERK REMEDIOS: Commissioner Eager.

23 CTC COMMISSIONER EAGER: Here.

24 CTC CLERK REMEDIOS: Commissioner Elliott.

25 Vice Chair Falcon.

1 CTC VICE CHAIR REYES FALCON: Here.

2 CTC CLERK REMEDIOS: Commissioner Guardino.

3 CTC CHAIR GUARDINO: Present.

4 CTC CLERK REMEDIOS: Commissioner Lugo.

5 Commissioner Mann.

6 CTC COMMISSIONER MANN: Here.

7 CTC CLERK REMEDIOS: Commissioner Tiffany.

8 I thought he was online.

9 Commissioner Tiffany?

10 CTC COMMISSIONER TIFFANY: Here. Can you hear
11 me?

12 CTC CLERK REMEDIOS: Yep. Thank you.

13 Chair Grisby.

14 CTC CHAIR GRISBY: Present.

15 CTC CLERK REMEDIOS: Senator Cortese.

16 SENATOR CORTESE: Here.

17 CTC CLERK REMEDIOS: Assemblymember Wilson.

18 Chair, we have a quorum.

19 CARB CHAIR SANCHEZ: And here today from the
20 Department of Housing and Community Development, we have
21 Director Gustavo Velasquez. Welcome. Welcome.

22 HCD DIRECTOR VELASQUEZ: Thank you.

23 CARB CHAIR SANCHEZ: I will now go over a few
24 housekeeping items. We are conducting today's meeting in
25 person as well as on Zoom and by phone. Anyone who wishes

1 to testify today in person should fill out a
2 request-to-speak card available in the foyer and turn it
3 into a Board assistant as soon as possible.

4 If you are participating remotely, you will raise
5 your hand in Zoom or dial star nine if calling by phone.
6 Testimony should be limited to today's topics on the
7 publicly noticed agenda. The clerk will provide further
8 details regarding how public participation will work in a
9 moment. For safety reasons, please note the emergency
10 exit to the rear of the room through the lobby. In the
11 event of a fire alarm, we are required to evacuate this
12 room and immediately exit the building through the front
13 entrance. When the "All Clear" signal is given, we will
14 return to the auditorium and resume the meeting.

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

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

24 CARB BOARD CLERK FRENCH: Thank you, Chair
25 Sanchez. Good afternoon, everyone. I will provide

1 additional information on public participation for today's
2 meeting. We will first call in-person commenters who have
3 turned in a request-to-speak card and then call commenters
4 who are joining us remotely. If you are joining us
5 remotely and wish to make a verbal comment, you must be
6 using Zoom webinar or calling in by phone. If you are
7 watching in the webcast, but you wish to comment remotely,
8 please register for the Zoom webinar or call in.

9 Information for both can be found on the public agenda for
10 today's joint meeting.

11 To make a verbal comment, we will be using the
12 raise hand feature in Zoom. If you wish to speak on a
13 Board item, please virtually raise your hand as soon as
14 the item has begun to let us know that you wish to speak.
15 If you are using a computer or tablet, there is a "Raise
16 Hand" button. And if you are calling in on the telephone,
17 please dial star nine to raise your hand.

18 When the comment period begins, the order of
19 commenters is determined by who raises their hand first.
20 We will call each commenter by name and will activate each
21 commenter's audio when it is their turn to speak. For
22 those calling in, we will identify you by the last three
23 digits of your phone number. We will announce the next
24 few commenters in the queue so you are ready to testify
25 when we come to you. Please note, your testimony will not

1 appear by video. For all commenters, please state your
2 name for the record before you speak. This is especially
3 important for those calling in by phone.

4 Each commenter will have a time limit of two
5 minutes, although this may change at the Chair's
6 discretion. During public testimony, you will see a timer
7 on the screen. For those calling in by phone, we will let
8 you know when you have 30 seconds left and when your time
9 is up. To submit written comments, please visit CARB's
10 "Comment on Board Items" box on the public agenda on our
11 webpage for links to submit your comment.

12 If you experience any technical difficulties,
13 please call (805)772-2715 so and IT person can assist.

14 Thank you. I'll turn the microphone back to
15 Chair Sanchez.

16 CARB CHAIR SANCHEZ: Thank you and good afternoon
17 again. CARB is thrilled to be hosting today's joint
18 meeting. My first. Great to see many familiar faces on
19 the Transportation Commission and welcome again director
20 Velasquez.

21 In today's joint meeting, we'll be discussing the
22 recent illegal congressional resolutions purporting to
23 disapprove three of California's Clean Air Act waivers.
24 We will discuss the potential effects on California's air
25 quality, public health, climate goals, and transportation

1 funding and project delivery.

2 For decades, CARB's leadership in setting vehicle
3 emission standards and advancing clean transportation has
4 delivered cleaner air, healthier communities, and economic
5 benefits for California and beyond. Air quality progress
6 is not optional. It is required by law, by science, and
7 by our duty to protect public health. The federal attacks
8 on California's vehicle emission standards undermined
9 California's proven ability to innovate and protect public
10 health. California will feel additional impacts as the
11 federal administration rolls back numerous federal air
12 quality and climate regulations.

13 Other nations are moving ahead with policies and
14 programs to support clean vehicle and clean transportation
15 technology. The attacks on California's standards risk
16 leaving the U.S. behind in the global vehicle market
17 putting U.S. automakers at a competitive disadvantage.
18 And critically, the urgency to continue emissions
19 reductions is greater now than ever. Front-line
20 communities, exposed to harmful emissions, cannot afford
21 more delays. Every year without stronger standards means
22 more asthma attacks, more hospital visits, and more lives
23 lost.

24 To continue California's legacy of leadership,
25 even in the midst of federal actions that threaten to hold

1 us back, each of our agencies will face its own challenges
2 in the years ahead. Whether we are advancing California's
3 clean air and climate goals or stewarding transportation,
4 housing, and community funding for vitally needed projects
5 at the State and regional levels, we will all have
6 challenges to tackle. But our work remains ambitious,
7 necessary, and deeply interrelated.

8 I hope today's meeting fosters an inclusive an
9 action-oriented discussion to identify concrete next steps
10 we can take together. Those next steps will help shape
11 State and regional priorities and most importantly,
12 whether or how they're implemented to drive progress.

13 I'd like to now turn it to my friend of a few
14 hours, Chair Grisby, to share his opening remarks from the
15 CTC.

16 CTC CHAIR GRISBY: Thank you, Chair.

17 Good afternoon, Commissioners, Board members, and
18 executive leadership, and members of the public. It's
19 great to see so many familiar faces and some new faces at
20 today's meeting. In particular, we'd like to congratulate
21 Chair Sanchez and Board Member Lock Dawson for their
22 recent appointments to the Board.

23 Today's conversation is very personal for me. I
24 grew up in Riverside in the Inland Empire, a region that
25 experiences some of the worst air quality in the entire

1 country. I grew up with smog days, when the air quality
2 was so bad you had to stay inside. I grew up with
3 neighbors in our community getting sick and children with
4 asthma who cannot play outside, because of the air
5 quality.

6 California's authority to set vehicle emission
7 standards that protects our communities and our neighbors
8 has been a critical tool in our toolbox to achieve the
9 progress we've been moving towards in cleaning our air.
10 But there is still much work to do and we need every tool
11 in the toolbox to maintain that progress.

12 The federal government's illegal rescission of
13 California's Clean Air Act waivers poses huge risk to all
14 Californians. We cannot afford to go backward and we all
15 need to be diligent in the fight for clean air. In
16 addition to worsening air quality, these federal actions
17 jeopardize billions of dollars in transportation funding
18 for critical highway, transit, and active transportation
19 projects across our great state.

20 As you'll hear from the presenters today, these
21 projects are essential for promoting transportation
22 affordability and connecting people to employment centers,
23 while also expanding transportation options that reduce
24 emissions. We will hear today from CARB, Caltrans, and
25 our regional partners.

1 During my time on the Commission, we've had a
2 great commitment to investing in a multimodal
3 transportation system that supports all of our communities
4 and our economy, while reducing pollution and greenhouse
5 gas emissions. And we will not retreat from this progress
6 as a -- as we have a unified state that believes in these
7 principles.

8 Since the last joint meeting, the Commission has
9 programmed nearly \$1.5 billion in multimodal
10 transportation investments through our Senate Bill 1
11 competitive programs. I would like to extend a sincere
12 thank you to Director Velasquez and his team. HCD
13 provided technical assistance in the review of the
14 efficient land use criterion of our SB 1 competitive
15 programs. This directly links transportation, housing,
16 and land use and corridor improvement projects. This is a
17 key example of how our agency staff coordinates to achieve
18 our collective housing and transportation goals.

19 And lastly, I'd like to commend the Commission's
20 active transportation program team, Erika, Anja, Jaeden,
21 and Laurie Walter -- Waters, along with our partners at
22 Caltrans and UC Davis, for hosting a successful, and well
23 attended, and inspiring 2025 Active Transportation Program
24 Symposium. The symposium featured topics of interest to
25 our three agencies, such as the intersection of active

1 transportation with climate change, homelessness, and
2 equitable access to transit, and economic growth and
3 development. I appreciate our team's work to further
4 these interdisciplinary conversations and needs.

5 Thank you to the California Air Resources Board
6 for hosting today's meeting. And that concludes my
7 remarks. I'll turn it back to Chair Sanchez.

8 CARB CHAIR SANCHEZ: Thank you, Chair Grisby.
9 I'll now turn it over to Director Velasquez for his
10 opening remarks.

11 HCD DIRECTOR VELASQUEZ: Good afternoon,
12 everyone. Buenas Tardes.

13 First, I want to start by joining my colleagues
14 in the Air Resources Board and the California
15 Transportation Commission to once again welcome and
16 congratulate the new Chairwoman of ARB, Ms. Sanchez. This
17 is a superb selection for the Air Resources Board and
18 extremely well deserved one. So, welcome.

19 And to the Commissioners, Board members, and the
20 public, since we met last April, momentum for the
21 collaborative work between our organizations has only
22 grown. New changes to State law in the budget trail bill
23 signed by Governor Newsom on June 30th - I'm referring to
24 AB 130 and AB 131 - are materializing our shared efforts
25 of advancing affordable housing and sustainable

1 transportation in tandem.

2 Specifically, AB 130 now codifies the complete
3 exemption of infill housing in urban areas from CEQA.
4 This latest set of CEQA exemptions will help accelerate
5 and cement a positive trend we are already seeing. What
6 is that? From entitlement, to permitting, to completion,
7 development timelines, they are the fastest that we've
8 seen since 2018. With average time from application
9 submittal to planning approval being just two months
10 unheard of. This has translated to setting new records
11 for the number of permitted accessory dwelling units, more
12 than 30,000 permits issued last year alone, a seven
13 percent increase from 2023.

14 Last year, multi-family housing also experienced
15 a jump of 16 percent in the number of units in the
16 pipeline compared to the previous five-year average. AB
17 130 also created something that I hope we're all excited
18 about, a new statewide VMT mitigation bank that will fund
19 affordable housing in connected areas near transit through
20 the revamping of the widely successful transit-oriented
21 development program administered by HCD. The TOD program
22 has funded close to 6,000 housing units in 55 supporting
23 infrastructure projects over a decade. HCD has gained a
24 new tool to work collaborative with the transportation
25 sector to meet the State's VMT and pollution reduction

1 goals.

2 And this is an opportunity for me to join my
3 colleagues in, yes, denouncing the illegal actions of this
4 federal administration that takes us back and refuses to
5 the conclusive evidence of science as we all know. More
6 broadly, the State Legislature created a new separate
7 Housing and Homelessness Agency dedicated to addressing
8 our State's housing and homelessness challenges and
9 improving our services to communities across the state.

10 Through this new agency, which we are already in
11 process of becoming operational next summer, HCD will be
12 empowered to more efficiently fund and streamline the
13 development of the right kind of housing in the right
14 types of places. And we know which they are, the ones
15 near transit and near amenities to keep people as close as
16 possible for where they need to go. While this shift is
17 underway, HCD remains steadfast in our mission to promote
18 safe, affordable homes and inclusive sustainable
19 communities for all Californians.

20 And how do we do that? Well, HCD is
21 strengthening our partnerships with regional and local
22 governments, primarily through the REAP 2 program, REAP 1
23 and REAP 2. And I'm so pleased to look forward to hear
24 the presentations today of our friends and partners from
25 the MPOs. We are -- we have a number of achievements with

1 each and every one of the councils of governments and
2 Metropolitan Planning Organizations.

3 SACOG, for example, implementing the Green Means
4 Go Program. Since the inception of this program, housing
5 permits are up nearly 300 percent in program areas
6 compared to 50 percent regionally. SANDAG, another great
7 example, adding over 1,500 affordable housing units across
8 its REAP 2 projects connecting residents to transit and
9 tailoring surrounding amenities to their needs. MTC
10 providing technical assistance to major transit agencies
11 achieving a triple win, increasing housing options,
12 supporting transit recovery, and reducing vehicles miles
13 traveled. Together, these are helping -- HCD's actions
14 are helping HCD and ARB better align our housing growth
15 projections with MPO's strategies to reduce the regional
16 greenhouse emissions under SB 375.

17 So the work continues. The collaboration is
18 strong. The support from localities and regional entities
19 is the best that we've seen in this administration, so I'm
20 so pleased to join another meeting, Chair Grisby and
21 Chairwoman Sanchez. And I look forward to the
22 presentations and the continuing dialogue.

23 Thank you.

24 CARB CHAIR SANCHEZ: Thank you, Director, for the
25 kind words.

1 Our first item today will be a brief report by
2 CARB's Executive Officer, Dr. Steve Cliff, who will
3 provide key updates relevant to our three agencies and
4 will share remarks about the topics that today's meeting
5 will cover.

6 Over to you, Steve.

7 (Slide presentation).

8 CARB EXECUTIVE OFFICER CLIFF: Thank you, Chair
9 Sanchez.

10 As you mentioned, this report describes recent
11 work that staff at our three agencies have conducted
12 between joint meetings. Before I present the report, I do
13 want to provide a few comments on the federal actions
14 building upon your remarks, Chair.

15 [SLIDE CHANGE]

16 CARB EXECUTIVE OFFICER CLIFF: CARB has
17 intentionally developed long-term strategic plans to
18 ensure public health is prioritized. However, due to the
19 recent federal actions, the emission reductions from
20 programs, such as the Advanced Clean Cars II, Advanced
21 Clean Trucks, and Heavy-Duty Omnibus Regulations are at
22 risk. This undermines the integrity of our air quality
23 commitments, jeopardizes compliance with health-based air
24 quality standards for ozone and particulate matter, and
25 exposes California to potential federal sanctions. We

1 clearly see recent federal actions adopting three
2 Congressional resolutions that purported to disapprove
3 three actions by U.S. EPA granting Clean Air Act waivers
4 for California's vehicle emissions regulations as illegal
5 and have challenged them in court.

6 In addition to the congressional resolution
7 actions, the federal administration is also taking steps
8 to scale back or halt federal greenhouse gas emissions
9 regulations, including those on passenger vehicles and
10 heavy-duty trucks. If finalized, these actions would harm
11 public health when out-of-state vehicles operate in
12 California.

13 CARB's response to these federal attacks includes
14 litigating to defend our authority while moving forward in
15 developing plans to implement the Governor's Executive
16 Order, N-27-25 issued this summer to further support for
17 deploying zero-emission vehicles. California is involved
18 in multiple active lawsuits against the U.S. EPA and
19 private parties related to the illegal federal actions.

20 Those cases include: a lawsuit California filed
21 against the U.S. government immediately following the
22 illegal federal actions approved on June 12 to defend
23 CARB's Clean Air Act waivers; we are defending against
24 litigation challenging our emission standards and
25 certification requirements for trucks and the Governor's

1 Executive Order; we're defending actions by CARB to
2 intervene in two challenges to U.S. EPA's decision under
3 President Biden to grant the waivers of federal preemption
4 for CARB's Advanced Clean Cars II and Omnibus regulations.

5 A list of pending litigation involving CARB as of
6 October 23, 2025 is available on our website, as shown on
7 the slide. CARB looks forward to vindicating its
8 authority to protect the public health in court and
9 continues to accept the pro -- and process applications
10 for certification as outlined in its manufacture's
11 advisory communication.

12 Let me now turn to the report at hand, which
13 concludes interagent -- includes interagency coordination
14 on our various policies and programs, as well as action
15 items that are identified in direct response to previous
16 joint meeting discussions. Notably, I'll be providing an
17 overview of the multi-agency report to the Governor on new
18 electrification recommendations in response to Executive
19 Order N-27-25.

20 [SLIDE CHANGE]

21 CARB EXECUTIVE OFFICER CLIFF: At our last
22 meeting on April 10¹ we heard from Caltrans regarding
23 updates to the California Transportation Plan. The update
24 focused on VMT and GHG reduction goals, as well as
25 strategies to raise transportation revenue. Since that

1 discussion, Caltrans and CARB staff have collaborated on
2 the CTP analysis.

3 We also heard from Caltrans, which presented a
4 briefing on CalSTA's Transit Transformation Task Force.
5 In 2023, SB 125 created that Task Force to grow transit
6 ridership, improve the transit experience, and address
7 long term operational needs.

8 The opportunity for our agencies to come together
9 twice a year and discuss and align around these important
10 policies is what makes these meetings worthwhile and
11 advance our shared goals.

12 [SLIDE CHANGE]

13 CARB EXECUTIVE OFFICER CLIFF: In August, the
14 California State Transportation Agency, or CalSTA,
15 launched a 30-member cross-section -- sector Sustainable
16 Communities Task Force to catalyze efforts to achieve
17 California's climate, housing, transportation, and equity
18 goals. The Task Force includes leaders across State and
19 regional agencies, local governments, community-based
20 organizations, housing advocates, and rural and
21 underserved communities, who will come together to develop
22 policy recommendations to support implementation of the
23 Sustainable Communities Strategies, and meet State goals
24 to reduce vehicle miles traveled and greenhouse gas
25 emissions.

1 The Task Force will explore sustainable
2 transportation investments and land use planning,
3 transportation system management and pricing strategies,
4 climate resilience and adaptation, funding and authority
5 for regional implementation, and updated success metrics
6 and modeling approaches. The final report is due in
7 November 2026.

8 [SLIDE CHANGE]

9 CARB EXECUTIVE OFFICER CLIFF: On June 12, 2025,
10 Governor Newsom issued Executive Order N-27-25, which
11 reaffirms the State's commitment to accelerate the
12 deployment of zero-emission technologies, including
13 passenger, medium- and heavy-duty vehicles. This is
14 essential as the State seeks every tool at its disposal to
15 address our clean air commitments.

16 In addition to directing CARB to develop the next
17 round of vehicle regulations, now called Drive Forward,
18 the order also directs CARB to maintain a publicly list --
19 public list of light-duty, medium-duty, and heavy-duty
20 vehicle manufacturers that are continuing to follow the
21 requirements of federally impacted regulations.

22 The Executive Order directed CARB, in
23 coordination with the California Energy Commission,
24 California's Governor's Office of Business and Economic
25 development, the California State Transportation Agency,

1 and Department of Consumer Affairs to issue
2 recommendations for additional actions to advance progress
3 on zero-emission vehicle adoption in California to the
4 Governor's office within 60 days of the Executive Order.

5 This final action is now complete as the State
6 agencies issued the ZEV Forward report to the Governor's
7 office in August with a suite of recommendations.

8 [SLIDE CHANGE]

9 CARB EXECUTIVE OFFICER CLIFF: In implementing
10 the last directive from the Executive Order that
11 culminated in the ZEV Forward report, State Agencies
12 hosted a series of public sessions throughout California
13 to hear from communities, industry experts, and other
14 interested parties about ways to increase ZEV adoption in
15 California. CARB additionally opened a public docket for
16 written comments.

17 On August 19, the multi-agency report was
18 released to the Governor's office in response to that
19 Executive Order. The ZEV Forward report affirms the
20 State's commitment to improving air quality and reducing
21 vehicle emissions and reinforces the importance of light-,
22 medium-, and heavy-duty ZEV adoption in reaching these
23 goals.

24 The ZEV Forward report contains 15 recommended
25 actions sorted into six categories. The report recommends

1 sustaining the LCFS Program to ensure private investment
2 continues to support the ZEV market. Over 200 private
3 companies currently participate in the LCFS program, which
4 generates credits to help subsidize ZEV ownership costs
5 and further ZEV deployment.

6 Several actions to support incentives are
7 recommended. This includes supporting State incentive and
8 rebate programs to increase ZEV deployment. The report
9 additionally recommends working with the California Labor
10 and Workforce Development Agency to develop additional
11 educational pathways, and ensure equitable access to
12 apprenticeships and certifications in the transportation
13 industry.

14 Lastly, the report recommends CARB and CalSTA
15 explore maintaining the federal ZEV HOV Access Program
16 that expired on September 30th of this year. The
17 availability of reliable ZEV funding and fueling
18 infrastructure remains a barrier to both personal and
19 commercial ZEV adoption. The report recommends
20 prioritizing funding to support and accelerate ZEV
21 infrastructure, particularly collaborative buildout of
22 charging and hydrogen fueling infrastructure along major
23 corridors. Agencies should additionally increase EV
24 charger reliability and access through regulation,
25 enforcement authority, payment flexibility, and at-home

1 charging installation support.

2 [SLIDE CHANGE]

3 CARB EXECUTIVE OFFICER CLIFF: Reducing fuel
4 pricing -- reducing fuel pricing decreases the cost of
5 ownership for electric vehicles. Recommended strategies
6 include expanding the California Climate Credit to ZEV
7 charging, expanding regional power markets, leveraging
8 private investments to lower hydrogen costs, and improving
9 beneficial vehicle grid technology to enable vehicles to
10 send power back to the grid.

11 The report recommends two regulatory actions, the
12 first is to advance consumer protection for ZEV ownership.
13 The second calls for CARB to collaborate with the local
14 air districts to develop and implement a statewide
15 Indirect Source Rule to reduce emissions for warehouses,
16 ports, airports, railyards, and so on.

17 The last set of recommendations pertain to State
18 and local procurement. The State should update funding
19 guidelines that incorporate ZEV-first purchasing policies
20 in procurement and contracts, and update funding programs
21 in incentivize local government to deploy zero-emission
22 vehicles throughout their fleets.

23 We look forward to working with agency partners
24 on implementing these recommendations.

25 [SLIDE CHANGE]

1 CARB EXECUTIVE OFFICER CLIFF: That concludes the
2 Executive Officers report on interagency coordination.
3 Back to you, Chair Sanchez.

4 CARB CHAIR SANCHEZ: Thank you, Dr. Cliff.

5 The next item on our agenda is item number two,
6 Potential Impacts of Federal Attacks on California Vehicle
7 Emission Standards. This item will consist of two
8 presentations that address potential consequences of
9 illegal federal actions impacting California's authority
10 to regulate vehicle emissions.

11 As I mentioned previously, these federal actions
12 undermined California's air quality action, protect --
13 particularly compliant with health-based federal air
14 quality standards for ozone and particulate matter, and
15 put California's transportation investments at risk. This
16 is not just about air quality, it is also about building
17 critical transportation infrastructure for all
18 Californians, roads, bridges, train tracks, and sidewalks.

19 The federal administration's actions jeopardize
20 the planning and funding available for transportation
21 improvements. To further examine these issues, we have
22 invited staff from both CARB and the Department of
23 Transportation to give presentations. I will now turn it
24 over to Annalisa Schilla of CARB.

25 (Slide presentation).

1 STCD ACTING CHIEF SCHILLA: Thank you, Chair
2 Sanchez and good afternoon, Board members, Commissioners,
3 and Directors.

4 I'm Annalisa Schilla, the Acting Division Chief
5 of the Sustainable Transportation and Communities
6 Division, and I'm pleased to be here today. I'll be
7 sharing our perspectives on the impacts of recent federal
8 actions on air quality, climate change, and transportation
9 planning. The goals of my presentation are to raise our
10 common awareness of these impacts and to highlight that
11 the State is taking action.

12 [SLIDE CHANGE]

13 STCD ACTING CHIEF SCHILLA: The congressional
14 resolutions that purported to disapprove three specific
15 vehicle emission regulation waivers were illegal and could
16 have broad implications for air quality and transportation
17 investments. I'll start by describing the high-level
18 implications of the federal actions. Then, I'll talk
19 about why it's such a big deal, what it means for clean
20 air, for vehicle technology innovation, and for our
21 communities in the long run. And finally, I'll wrap up
22 with what's next and why it's so important that we defend
23 California's ability to keep moving forward on cleaner
24 cars, healthier air, and a climate-safe future.

25 [SLIDE CHANGE]

1 STCD ACTING CHIEF SCHILLA: So let's start with
2 what changed. On June 12th of this year, the Trump
3 Administration did something that had never been done
4 before and that CARB contends is illegal, they adopted
5 Congressional resolutions that purported to disapprove
6 three California vehicle emission regulation waivers
7 allowed under the Clean Air Act. For decades, California
8 has used our waiver authority under the Clean Air Act to
9 fight smog, protect the public's ability to breathe clean
10 air, and encourage automakers to build cleaner cars and
11 trucks.

12 However, putting approval of the three program
13 waivers in jeopardy wasn't just a policy change, it was a
14 dramatic reversal that undercut California's progress on
15 addressing significant smog, particulate matter, and State
16 climate risks. Both the State of California and its air
17 districts rely on CARB's vehicle emission regulations, for
18 cars, trucks, and buses, to meet federal air quality
19 standards. Without these regulations, we currently lack
20 sufficient enforceable strategies to reduce transportation
21 emissions, which account for the majority of ozone-forming
22 pollutants in many regions of the state.

23 [SLIDE CHANGE]

24 STCD ACTING CHIEF SCHILLA: To be specific, what
25 happened is that the congressional resolutions were used

1 as tools to attempt to wipe out California's Clean Cars,
2 Clean Trucks, and Clean Engine programs. These programs
3 were critical components of our roadmap to healthier air,
4 built upon carefully developed statewide air quality
5 plans.

6 The Clean Cars Program made sure automakers sold
7 more passenger vehicles with zero emissions, giving
8 families cleaner choices and cutting greenhouse gas
9 emissions. The Clean Trucks Program focused on freight
10 trucks, delivery vans, and buses, moving them toward
11 zero-emission technology, so that the communities living
12 along freeways and freight corridors could finally breathe
13 cleaner air. The Clean Engines Program cracked down on
14 diesel pollution by strengthening tailpipe standards for
15 nitrogen oxides emissions.

16 But with the congressional resolutions, what we
17 now have is a lot of uncertainty, uncertainty that we can
18 deliver on California's clean air roadmap and public
19 health mandates, market uncertainty which undermines
20 vehicle technology innovation, and uncertainty for
21 consumers about what vehicle choices will be available.

22 Instead of moving forward, we're being pushed
23 backward into more pollution, fewer protections, and lost
24 innovation. The good news is California and its allies
25 aren't just sitting back, we're fighting this. Legal

1 challenges have already been filed to push back against
2 the federal government's actions and to pursue cleaner
3 California air for Californians.

4 [SLIDE CHANGE]

5 STCD ACTING CHIEF SCHILLA: In addition,
6 transportation funding is also at risk because of the
7 federal actions. That's because regional transportation
8 plans and projects must demonstrate conformity with air
9 quality plans in order to qualify for federal funding.
10 Transportation conformity is really about protecting both
11 public health and our infrastructure investments.
12 Conformity makes sure that the transportation plans and
13 projects we fund stay within emission limits set in our
14 air quality State Implementation Plan, or SIP.

15 Together, air quality plans and conformity
16 analyses ensure California continues to improve air
17 quality, while building a transportation system that works
18 for everyone. Conformity analyses rely on CARB's vehicle
19 emission inventory model, known as EMFAC. The federal
20 attacks on California's clean vehicle and engine emission
21 policies created uncertainty in conformity analysis
22 because the EMFAC model assumes that some of those
23 policies will be implemented.

24 As a result, due to the congressional
25 resolutions, regions across the state risk having funding

1 frozen and, projects delayed that are critical for
2 mobility, safety, and equity in our communities. But
3 California isn't waiting around. CARB, CTC, and Caltrans
4 are working closely with regional planning agencies to
5 develop solutions that keep projects moving. These
6 efforts will help protect billions of federal
7 transportation dollars in the near term. Through targeted
8 fixes, California is working hard to minimize the damage
9 from this setback and keep our transportation system
10 moving forward.

11 [SLIDE CHANGE]

12 STCD ACTING CHIEF SCHILLA: Now let's talk about
13 the tangible impacts Californians really can't afford to
14 ignore. These federal attacks -- federal actions attack
15 so many parts of our lives, our air quality, our health,
16 our transportation plans, and of course, our climate
17 future. Over the next few slides, I'll walk through each
18 of these in more detail, so we can see just how
19 far-reaching the consequences are.

20 [SLIDE CHANGE]

21 STCD ACTING CHIEF SCHILLA: Because of these
22 federal actions, regional emissions are expected to go up,
23 especially in the South Coast and San Joaquin Valley. As
24 you can see -- as you can see in the map, the red areas
25 show places in California with the highest ozone

1 pollution, while the green areas show places with the
2 lowest levels. The South Coast and San Joaquin Valley are
3 in the darkest red areas, as they already have some of the
4 country's worst air quality, and now may be pushed further
5 away from meeting federal air quality standards. However,
6 CARB and our local air districts are collaborating to find
7 innovative ways to reduce pollution. That includes
8 exploring additional emission reduction measures and
9 expanding incentive programs to get more clean vehicles on
10 the road, with a special focus on communities like the
11 South Coast and San Joaquin Valley that are hit the
12 hardest.

13 [SLIDE CHANGE]

14 STCD ACTING CHIEF SCHILLA: The communities
15 already carrying the heaviest pollution burden are the
16 ones that will be hit the hardest by weaker vehicle
17 emission standards. More emissions mean more asthma, more
18 heart disease, more hospital visits, and that puts our
19 most vulnerable neighbors at the greatest risk. And it's
20 not just the human toll. These health impacts drive up
21 medical costs and strain our public health system,
22 creating both a human and an economic burden that we can't
23 afford to ignore.

24 Without the ability to enforce the regulations
25 affected by the Federal actions, nitrogen oxide's

1 emissions from mobile sources will be up about 40 percent
2 in 2037 compared to what they would have been, and direct
3 PM2.5 emissions will also go up by approximately 18
4 percent in 2037. These increases statewide will lead to
5 more than 14,500 additional cardiopulmonary deaths, 5,000
6 additional hospitalizations for cardiovascular and
7 respiratory illness, and 6,700 additional emergency room
8 visits over the lifetime of the impacted regulations.

9 [SLIDE CHANGE]

10 STCD ACTING CHIEF SCHILLA: On top of the
11 environmental and health impacts, this potential rollback
12 hits people right in the wallet. Drivers are looking at
13 higher costs, more money spent over the lifetime of every
14 vehicle on operating and maintenance costs. We're also
15 talking about a big jump in gasoline consumption. And on
16 top of that, the auto market itself gets disrupted. A
17 fragmented market means higher costs for both automakers
18 and consumers. So, in the end, families pay more,
19 businesses face more uncertainty, and we all lose.

20 [SLIDE CHANGE]

21 STCD ACTING CHIEF SCHILLA: Transportation
22 conformity is now at serious risk because of these federal
23 actions. Without conformity, regional transportation
24 plans can't move forward and that means projects across
25 the state come to a standstill. It threatens billions of

1 dollars in federal highway and transit funding that
2 California depends on. The result would be fewer
3 infrastructure projects, fewer mobility options for our
4 communities, and lost opportunities for jobs, growth, and
5 cleaner transportation.

6 However, CARB and our local air districts are
7 collaborating to find innovative ways to reduce pollution.
8 That includes additional emission reduction measures, with
9 the focus on communities like South Coast and San Joaquin.
10 And CARB will use every tool at its disposal to continue
11 our critical work to clean the air, as the health and
12 well-being of all Californians depends on it.

13 [SLIDE CHANGE]

14 STCD ACTING CHIEF SCHILLA: California's path to
15 carbon neutrality is also being hit hard, and the
16 consequences are real. Every year we delay cutting
17 emissions means more extreme heat waves, more destructive
18 wildfires, and more climate instability in California.
19 This isn't just a policy setback, it's a dangerous
20 reversal that threatens the progress we've made and puts
21 our health, safety, and future at risk.

22 But California isn't standing still. We're
23 looking at new actions to put more zero-emission vehicles
24 on the road, finding ways to use our own incentive
25 programs to speed up adoption, and continuing to expand

1 renewable power across the grid. So even with these
2 federal actions, California is pushing forward towards our
3 climate goals.

4 [SLIDE CHANGE]

5 STCD ACTING CHIEF SCHILLA: Let me wrap up with
6 what's next. These federal attacks are a big hit for
7 California, but it also gives us a clear reminder of why
8 California has to keep moving forward. If we work
9 together, we can protect public health, strengthen our
10 planning, and keep driving toward a clean energy,
11 climate-safe future. This is our chance to show that
12 setbacks won't stop us. We will keep driving forward.

13 [SLIDE CHANGE]

14 STCD ACTING CHIEF SCHILLA: Thank you for your
15 attention, and I'm happy to answer any questions.

16 (Slide presentation).

17 BEN DE ALBA: Thank you, Annalisa. Good
18 afternoon, Madam Chair, Chair, Director, Board Members and
19 Commissioners.

20 My name is Ben De Alba. I am the Division Chief
21 of the Division of Transportation Planning at Caltrans and
22 I'm pleased to be here with you all to give a little bit
23 more detail to Annalisa's presentation. I first want to
24 thank the experts within my division who put together the
25 contents of this presentation. They're the real experts.

1 I just get to come here and present it all to you. So
2 thank you to the air quality team.

3 I want to talk to you all about what happens if
4 our regional partners cannot move forward with air quality
5 conformity for transportation projects.

6 Next slide, please.

7 [SLIDE CHANGE]

8 BEN DE ALBA: So as we've heard, I want to
9 explain a little bit further about why transportation
10 projects are at risk if we cannot move forward with
11 regional air quality conformity. It really boils down to
12 three points. One is there are no new regional
13 transportation plan approvals. The second is approval of
14 our next federal statewide transportation improvement
15 program may be delayed, as it would not be able to get
16 approved. And FHWA, the Federal Highway Administration,
17 and the Federal Transit Administration will not approve
18 federally funded projects, if that FSTIP, the Federal
19 Statewide Transportation Improvement Program, is not
20 approved.

21 Next slide, please.

22 [SLIDE CHANGE]

23 BEN DE ALBA: So let me try to break this down a
24 little bit further for you all. Here is a slide showing
25 where regional air quality conformity happens in the

1 transportation planning process. On the left there is the
2 Regional Transportation Plans, or the RTPs. This is a
3 four to five year planning document, in which MPOs and
4 Regional Transportation Planning agencies identify and
5 include transportation projects. And there are several
6 lists within the regional transportation plans, one of
7 which is called the Transportation Improvement Program,
8 the TIP. The TIP requires regional air quality
9 conformity.

10 From there, projects move either into a State
11 funded bucket or a federally funded bucket. And the
12 federally funded bucket, it's called the Federal
13 Transportation Improvement Program, or the FTIP. And each
14 MPO and Regional Transportation Planning agency puts
15 together an FTIP. Some projects live in both worlds.
16 They live in the State funded world and the federally
17 funded world. But those who touch federal funds
18 require air quality conformity. And again, this is to
19 ensure that these projects are not worsening our air
20 quality.

21 And then from there, the FTIPs from each of the
22 MPOs and Regional Transportation Planning Agencies are
23 rolled up into the Federal Statewide Transportation
24 Improvement Program, the FSTIP. That also requires
25 regional air quality conformity. So you can see this is

1 an integral part to the process of transportation
2 planning.

3 Next slide, please.

4 [SLIDE CHANGE]

5 BEN DE ALBA: I want to point out a couple key
6 dates here that are important to note. So as I mentioned
7 earlier, one of the main points -- importance of regional
8 air quality conformity is the approval of the regional
9 transportation plans. And without that, those projects
10 identified in those plans may not move forward for
11 funding.

12 We have a couple of deadlines that are coming up
13 for our MPO partners that require their plans to get
14 approved. The first of which is the Metropolitan
15 Transportation Commission, which their plan is due for
16 approval in just a matter of a few months -- or a month,
17 december 3rd of 2025. And then we have the San Diego
18 Association of Governments in January of 2026 and the
19 eight San Joaquin Valley MPOs. Their approval dates fall
20 in December 16th of 2026, so right around the corner.

21 So we have a substantial amount of our MPOs who
22 are coming up on due dates for their Regional
23 Transportation Plans.

24 Next slide, please.

25 [SLIDE CHANGE]

1 BEN DE ALBA: Okay. So here's the work of -- our
2 team has done over the last several months. We've
3 partnered with the MPOs and the Regional Transportation
4 Planning Agencies to really understand which projects
5 wouldn't -- would not get funding if they cannot move
6 forward.

7 And here's the numbers. So across the state, we
8 have 1,873 projects that if they cannot seek conformity,
9 they will not move forward for federal transportation
10 funding. And that has a value of about \$75 billion worth
11 of transportation projects. And these are projects that
12 ran -- run the spectrum of rail extensions. This is bike
13 and ped infrastructure, this is toll lanes and bus
14 operations. So we're talking multimodal projects all
15 across the transportation spectrum world. And I'll just
16 note that this is 13 of the 14 MPOs that were reporting.

17 Just thank you very much. Happy to answer any
18 questions.

19 CARB CHAIR SANCHEZ: Thank you, Annalisa, thank
20 you, Ben, for outlining what's at stake here. I'd now
21 like to turn to public comment for those you have signed
22 up to comment on this item. And then we will turn to
23 discussion amongst the Board members and Commissioners.

24 Board clerk, may I ask you to call the
25 commenters. Thank you.

1 CARB BOARD CLERK MOORE: Thank you, Chair
2 Sanchez. We have six commenters who have signed up to
3 speak and turned in a request-to-speak card. I apologize
4 in advance if I mispronounce your name. I would like to
5 remind all commenters to speak slowly and clearly into the
6 microphone for our interpreters -- or for our court
7 reporter, not our interpreter, and so the Board can hear
8 you.

9 Our first commenter is gene Jeanie Ward-Waller.

10 JEANIE WARD-WALLER: Good afternoon. What do I
11 need to do. I think it might be on. Can you hear me?

12 Okay. Hello. Good afternoon, CARB Board
13 members, CTC Commissioners, and Director Velasquez, and
14 Congrats to Chair Sanchez on your appointment. Jeanie
15 Ward-Waller. I'm representing ClimatePlan, which is a
16 network of organizations working to advance sustainable
17 and equitable transportation and land use. We re-sent you
18 all a letter this morning that we originally sent in late
19 January in anticipation of the federal actions to roll
20 back California's ZEV authority that have since come to
21 fruition as your staff have just described.

22 In that letter, we call on your agencies to
23 redouble your efforts to accelerate VMT reduction as the
24 significant area of emissions reduction that is squarely
25 within State and local government control. It's also the

1 area where we are not making progress. Driving continues
2 to increase, in large part, because we are continuing to
3 invest in highway expansion that undermines our objectives
4 and perpetuates harm to communities and our environment.

5 Our letter includes several recommendations and I
6 want to acknowledge and appreciate that CalSTA has taken
7 up our first recommendation and established the
8 Sustainable Communities Task Force. We are hopeful that
9 effort will identify areas where we can make progress.

10 However, we can't wait a year for that task force to
11 produce a report before taking action. Our letter also
12 urges that we take swift action to focus our
13 transportation funds on sustainable transportation and
14 shift away from highway expansion. This includes, of
15 course, increasing transit and active transportation
16 investments. It also includes investments that better
17 utilize our existing highway system to move more people
18 with projects like transit priority lanes, and
19 implementing pricing to better manage existing general
20 purpose lanes.

21 Those things can be done fairly quickly without
22 having to make major capital expansion and investments. I
23 just want to appreciate all of -- appreciate all of you
24 for continuing to make this a meaningful collaborative
25 space across your agencies.

1 Appreciate your time. Thanks.

2 CARB BOARD CLERK MOORE: Thank you.

3 Sofia Rafikova.

4 SOFIA RAFIKOVA: Good afternoon, Commissioners,
5 Board Members. Sofia Rafikova with the Coalition for
6 Clean Air. As we heard from the speakers today, the
7 federal decision to overturn three of California's waivers
8 has put our state in the precarious situation. California
9 now has to figure out how to protect our population from
10 the deadly impacts of air pollution, while both not being
11 able to enforce stronger emission protections, and facing
12 federal sanctions from not being able to comply with the
13 Clean Air Act.

14 And in this dire situation, we believe the State
15 must explore alternative ways for improving air quality,
16 namely, we recommend that CARB and Caltrans prioritize
17 policy decisions that result in a VMT reduction through
18 increasing access to non-auto modes, such as public
19 transit, walking, biking, and the use of micromobility
20 options.

21 CARB's own Mobile Source Strategy admits that
22 transitioning to all new zero-emission vehicles will not
23 be enough to meet climate targets, and that those efforts
24 would need to be heavily supplemented by 15 percent
25 reduction in VMT by 2050, if California is to have a shot

1 at achieving climate neutrality.

2 Pursuing VMT reduction strategies not only
3 reduces air pollution and GHG emissions, but can also
4 improve accessibility, affordability, and safety for
5 Californians. Increasing access to cheaper driving
6 alternatives will help lower the transportation cost
7 burden for California community -- households, who already
8 pay more than the national average for their vehicles, and
9 will make it easier for the 35 percent of Californians to
10 have limited or no access vehicles to reach their
11 destination.

12 Additionally, VMT reductions strategies suggest
13 building more sidewalks, crosswalks, and protected bike
14 lanes will save people's lives as over a thousand
15 pedestrians and over a hundred cyclists are killed each
16 year in vehicle collisions.

17 Thank you so much for your consideration.

18 CARB BOARD CLERK MOORE: Thank you.

19 Our next commenter is Mariela Ruacho.

20 MARIELA RUACHO: Hi, everyone. Mariela Ruacho
21 with the American Lung Association. Thank you for the
22 presentation today explaining the damages from the Fred
23 federal government's action on clean air programs. We
24 thank CARB for starting the rule-making for clean vehicles
25 with the past workshop on light-duty cars and next month

1 with heavy-duty trucks to ensure public health protections
2 remain in light of the uncertainty created by federal
3 government and industry.

4 Despite progress, over 80 percent of Californians
5 live in a community with unhealthy air and transportation
6 continues to be a major source. We need to continue our
7 State goals to reduce air and climate pollution through
8 VMT reduction, along with clean fuel vehicle standards.
9 While California continues to defend our clean air
10 authority, this is -- this is the time to -- this is the
11 time for the State to move forward on alternative efforts
12 to reduce air pollution, such as meeting VMT targets
13 outlined in our climate plan. California needs more
14 accessible public transportation and other healthier modes
15 of transportation to reduce air and climate pollution
16 while improving community healthy resiliency.

17 This can be done by better aligning our State
18 transportation and funding with CalSTA's CAPTI plan and
19 other efforts outlined by Jeanie's -- by Jeanie's -- by
20 Jeanie from ClimatePlan on aligning our transportation
21 funding with healthier modes of transportation. Also
22 ensuring that healthy homes are easily accessible to safe
23 public transportation is vital. Again, this is the time
24 to move forward on other tools we can use to protect
25 health and defend California, along with our -- when it

1 comes to our public health and protecting our air quality
2 authorities.

3 Thank you.

4 CARB BOARD CLERK MOORE: Thank you.

5 Ryan Kenny.

6 RYAN KENNY: Hi. Good afternoon. I'm Ryan Kenny
7 with Clean Energy. We share the concern about the
8 impending emission impacts to our state. Increases in
9 ozone and PM2.5 will occur if heavy-duty diesel trucks are
10 not displaced in the near and intermediate terms. In
11 fact, new Class 7 and 8 trucks are rather absent in
12 product availability at dealers in California and used
13 diesels are the truck of choice right now. Data shows
14 most of the ZEV truck purchases have been in Classes 2B to
15 3.

16 Besides the real threat to California receiving
17 federal highway funds, the larger problem of health
18 impacts to Californians, particularly in the South Coast
19 and San Joaquin Valley, continues to be at stake. We
20 continue -- we are become more concerned that there is not
21 going to be a serious commitment low NOx trucks operated
22 on renewable natural gas to reduce emissions. It is more
23 critical than ever for the State in the clean tech
24 industry to work together right now to find innovative
25 ways to address mobile source emissions impacting our

1 disadvantaged communities.

2 Such a collaborative effort would only
3 acknowledge of loss of ACT and ACF in promoting ZEV
4 adoption, but would also value the Heavy-Duty Truck
5 Omnibus Regulation that would promote the cleanest
6 internal combustion engines technologies. Low-NOx trucks
7 operated on RNG are cleaner than diesel trucks. In fact,
8 we believe the nine liter could be certified at 20
9 milligrams while the new 15 liter could be certified at 35
10 milligrams. These certifications will incentivize
11 adoption.

12 We need the State to send strong policy signals
13 that encourage fleets who do choose to purchase internal
14 combustion engines over a heavy-duty ZEV, that those
15 purchases are clean truck purchases at 50 milligram NOx or
16 less, not 200 milligram NOx trucks. This is the solution.
17 We cannot wait. Thank you.

18 CARB BOARD CLERK MOORE: Thank you.

19 Nicole Rice.

20 NICOLE RICE: Good afternoon, Madam Chair and Mr.
21 Chairs. Nicole Rice, California Renewable Transportation
22 Alliance. And at last month's meeting an even just now,
23 we learned that recent federal actions have created short
24 falls in the NOx reductions needed to meet our target
25 goals. Staff made it clear that to stay on track and to

1 meet our federal attainment requirements, we must utilize
2 the full suite of vehicle technologies available.

3 However, despite this guidance, we've yet to see
4 meaningful action to include one of the most obvious
5 near-term solutions, low-NOx trucks powered by renewable
6 natural gas that meet the Omnibus 50 milligram NOx
7 standard or better. These vehicles are available now,
8 cost effective, and deliver immediate air quality
9 benefits. A recent Energy Vision study found that RNG
10 trucks can deliver 88 percent of the health benefits of
11 electric trucks, and cut NOx by over 94 percent. And a
12 recent UCR study supports these findings by concluding
13 that replacing older diesel trucks with ultra low natural
14 gas models can account for 95 percent of NOx reductions
15 through 2045.

16 In comparison, going fully electric, the study
17 found would only add an additional five percent in NOx
18 reductions. While we appreciate the conversations that we
19 have had with staff and Board members at CARB on this
20 issue, we are disappointed that the urgency of the
21 situation has not translated into meaningful action.

22 Therefore, we are here today to urge CARB and our
23 partner agencies to move with expediency and send a clear
24 policy signal that supports the deployment of low-NOx
25 trucks that are certified to the Omnibus NOx standard.

1 Thank you.

2 CARB BOARD CLERK MOORE: Thank you.

3 Maria Ruiz.

4 MARIA RUIZ: Is this on?

5 Okay. Hi. Good morning, everybody. My name is
6 Maria Ruiz. I'm Associate Director of Outreach and Policy
7 with the Central California Asthma Collaborative. I was
8 actually here a few weeks ago. So hello again.

9 First of all, I just want to say that I'm very
10 thankful to hear that CARB and all the agencies and the
11 Governor are looking to backfill federal tax credits,
12 supports State incentives and then the regional
13 incentives, and then ultimately create pathways for jobs.
14 I just wanted to share like a little tiny story.

15 So I joined CCAC five years ago, and one my first
16 projects was to work on what they called the EV Navigator
17 Program. So this was a very high touch program where we
18 actually helped the residents of the valley one-on-one to
19 submit the applications for the EV incentives, whether
20 that be state or regional. And one of the first families
21 that my Colleague and I helped was this family from Kern
22 County who every week had to go from Kern County to Madera
23 County, because their child had a disability and they had
24 to get care in Valley Children's in Madera.

25 And so, they reached out to us, because their gas

1 guzzling car was just wringing them dry. And so thanks to
2 the incentives with CARB and obviously, you know, with our
3 project that was CARB funded, we were able to put this
4 family into a plug-in hybrid.

5 Months later, you know, we heard back from them
6 and they were so thankful because were no longer being raw
7 dry. Basically because of their gas guzzling car, they
8 now had a plug-in hybrid that worked for them thanks to
9 these incentives. And there are many stories that I can
10 share like that, and especially my other staff that does
11 more of the day-to-day work with the -- with the residents
12 of the valley in Northern California.

13 So CCAC, we cover almost over 40 counties in the
14 state of California, so we're ready to be at the table
15 when it comes to designing, you know, these programs to
16 help our residents transition to clean vehicles.

17 Thank you.

18 CARB BOARD CLERK MOORE: Thank you. Gregg
19 Fishman.

20 GREGG FISHMAN: Good afternoon, Commissioners.
21 I'm Gregg Fishman. I'm the Senior Community Relations
22 Officer for Sacramento Regional Transit, our bus and light
23 rail fleets run just blocks from here.

24 Your Innovative Clean Transit Regulations already
25 require us to begin transitioning our bus fleet to zero

1 emissions and we are seeing some federal headwinds with
2 that. Grants that may be clawed back or changed away from
3 Hydrogen to some other fuel. So we're concerned about
4 that, but also under the ACF, the regulations there
5 require us to begin transitioning our work vehicles also
6 to zero-emission vehicles. And unfortunately, the
7 vehicles simply do not exist yet. The electric vehicles
8 are hydrogen. We just can't buy them yet. And we have
9 some time yet before they're required, but the deadlines
10 are approaching quickly. So some -- FRANKLY some
11 flexibility in the timing and/or in the fuels allowed to
12 fit underneath those standards would be appreciated as we
13 begin to make that transition.

14 We're absolutely in support of those regulations,
15 but the timing is becoming more difficult.

16 Thank you.

17 CARB BOARD CLERK MOORE: Thank you.

18 We will now transition to our Zoom commenters.
19 We currently have four commenters with their hands raised
20 in Zoom. Again, I apologize if I mispronounce your name.
21 Our first commenters are Mike Bullock, Manuel Cunha, Sally
22 Greenspan, Sarah Deslauriers.

23 Mike Bullock, I have activated your microphone.
24 Please unmute and you may begin.

25 MIKE BULLOCK: Yeah. Thank you very much. Good

1 afternoon. My name is Mike Bullock. I retired from
2 Lockheed. My title was Senior Staff Systems Engineer. A
3 lot of this is systems engineering. It was good to hear
4 people talk about multimodal. I think that's code for
5 less VMT, and that's very important. And to learn how to
6 do that, we simply have to look at the CARB scoping plan.

7 And it's Appendix D, it says that it is a myth to
8 think that we can adopt EVs fast enough. And the reason
9 for that is that 2030 is so soon. And I'm talking about
10 California's first climate mandate, and that is 2030, and
11 that's SB 32.

12 And to avoid -- or to forget about this is not
13 acceptable, because it is a law, and it's a very important
14 law, and the reduction is large in 2030. And the CARB
15 Scoping plan tell us what we'll have to do to reduce the
16 vehicle miles traveled. And it says in there, pricing is
17 essential. Essential means you have to do that to have a
18 chance, and that's exactly what we're confronted with.
19 Pricing is essential.

20 And if you read that, you find out what kind of
21 pricing they're talking about. It is an improvement in
22 the way we pay to use the roads. We need to replace our
23 very regressive California gas tax with a means-based road
24 use charge. And then the other thing is the parking. And
25 in terms of expanding any highway lanes, adding lanes,

1 that is a rogue action, illegal, because 25 percent
2 reduction, means we don't need all that capacity.

3 So I guess my time is up. Thank you very much.

4 CARB BOARD CLERK MOORE: Thank you.

5 I just want to remind our Zoom speakers to please
6 speak slowly, closely, and clearly into the microphone.
7 It's a little bit louder in here, so, it's kind of hard to
8 hear. So please speak as close to microphone as you can.

9 Manuel Cunha, Jr., I have activated your
10 microphone. Please unmute and you may begin.

11 MANUEL CUNHA, JR.: Are you able to hear me okay?

12 CARB BOARD CLERK MOORE: Yes, we can hear you.

13 MANUEL CUNHA, JR.: Okay. Great. Okay. I hope
14 it's loud enough. Again, Madam Chair, welcome to your new
15 position, and Board members, and Dr. Cliff for the
16 presentation.

17 I have a few questions that I think both Dr.
18 Cliff, knows what these are. But the infrastructure for
19 our agricultural products across California is not there
20 for our trucks to move food. Food cannot wait 24 hours or
21 two hours to get charged up, or whatever, based upon the
22 refer if it's electric or not. So that has not really
23 been at all evaluated with agriculture and our neighboring
24 countries, Canada and Mexico, because we have -- we do
25 have trade agreements of moving product.

1 Number two of that is our moving cargo to other
2 states, like New York from here, have to move. If the
3 buyers have to come in with electric and all of that, they
4 won't buy from California. And there you go with a \$60
5 billion industry. Downstream is huge of anywhere between
6 seven and eight hundred billion is made up from our 60
7 billion in agriculture.

8 Secondly, I was kind of disappointed that the
9 infrastructure discussion was not heavily more spoken
10 about. The utility side cannot provide the power to even
11 agriculture to build facilities in rural communities,
12 packing house and processing, nor is the infrastructure
13 available outside, so I have some great concerns of that
14 issue. And we have offered in the past to sit down, and
15 Dr. Cliff knows that, as well as Chair, that we're willing
16 to help try to figure out how we get through some of this
17 with the waivers being pulled. Again, agriculture is
18 important. Food cannot wait in a truck for an electric
19 charge, nor can you allow frozen chickens to become
20 thawed.

21 Again, I look forward from agriculture to work
22 with the staff, and especially you, Dr. Cliff. Thank you
23 very much.

24 CARB BOARD CLERK MOORE: Thank you. Our next
25 commenter is Sally Greenspan. I have activated your

1 microphone. Please unmute and begin.

2 Sally Greenspan, I have activated your
3 microphone. Please unmute and you may begin.

4 SALLY GREENSPAN: Sorry. Hello. My name is
5 Sally Greenspan with Enterprise Community Partners.
6 Enterprise is a national affordable housing nonprofit that
7 works to advance equitable infill housing that jointly
8 addresses our housing and climate crises. Enterprise
9 works closely with housing, transportation, and equity
10 advocates to build a California where people can live
11 affordably in communities where they can get where they
12 need to go without the use of a car.

13 According to CARB's own reports, Californians are
14 driving more than ever. Significant reductions in VMT are
15 critical to reach our climate goals, especially given
16 federal waiver rollbacks and funding cuts that we've heard
17 about today. We also know that building dense infill
18 housing and walkable and transit rich neighborhoods is a
19 deeply effective tool to reduce VMT. According to
20 research from UC Berkeley, people living in low VMT areas
21 drive one-third as much as those living in high VMT areas.

22 To reach our emission goals in light of federal
23 threats, we strongly recommend that the State continue to
24 emphasize policies that support housing development in low
25 VMT areas while also reducing funding that supports

1 driving and sprawl development.

2 Specifically, we urge CTC to avoid funding
3 highway expansion through SB 1, STIF, and other funding
4 programs, and to redirect these funds to public and active
5 transportation projects that support infill housing.

6 Furthermore, we ask the State to prioritize
7 housing development in low VMT areas by quickly developing
8 strong implementation frameworks for SB 79 and AB 130.

9 Finally, we encourage the State's recent convened
10 Sustainable Communities Task Force to fast track its work
11 to strengthen SB 375 and include recommendations on how
12 infill housing in low VMT areas can be profoundly
13 accelerated.

14 Thank you very much.

15 CARB BOARD CLERK MOORE: Thank you. Sarah
16 Deslauriers, I have activated your microphone. Please
17 unmute and you may begin.

18 SARAH DESLAURIERS: Thank you. Can you hear me
19 okay?

20 CARB BOARD CLERK MOORE: Yes.

21 SARAH DESLAURIERS: Excellent. Good afternoon,
22 CARB Chair Sanchez, CTC Chair Grisby, HCD Director
23 Velasquez, and associated members. My name is Sarah
24 Deslauriers. I'm the Director Air, Climate, and Energy
25 Program with the California Association of Sanitation

1 Agencies, or CASA, representing 90 percent of the sewered
2 population in California.

3 Thank you for the presentations today. My
4 comments focus on actions supporting near- and long-term
5 greenhouse gas emission reductions and ozone attainment in
6 air basins, where we see nonattainment, largely a result
7 of delayed heavy-duty vehicle emissions reductions as was
8 mentioned in the latter presentation. Prior to the
9 federal tax on California Clean Vehicle regulations, the
10 South Coast and San Joaquin Valley air basins were heading
11 to failure in meeting the 1997 ozone standard by 2023,
12 upon which Clean Air Act sections 179 and 185 allow
13 withholding federal highway funding and impose an annual
14 penalty on major stationary sources, including at
15 wastewater treatment plants, though heavy-duty vehicles
16 were the major source of ozone producing emissions.

17 In Southern California, wastewater treatment
18 plants have estimated the penalty to exceed \$800,000 per
19 year and there will be decreased ability for an essential
20 public service like wastewater treatment plants to obtain
21 permits from their local air district for critical
22 treatment and permits and projects that capture
23 sustainable wastewater derived renewable natural gas for
24 use in clean combustion vehicles that meet operational
25 needs GHG reduction goals and emissions limits towards

1 ozone attainment.

2 So the focus needs to be on using every tool in
3 the toolbox that was mentioned, available low NOx RNG
4 fueled vehicles, which can achieve that 95 percent
5 reduction of the NOx emissions through 2040 for heavy-duty
6 vehicles that we turn those over to ultra low NOx vehicles
7 per that UC Riverside study.

8 Thank you for this opportunity to comment today.

9 CARB BOARD CLERK MOORE: Thank you. Our next
10 commenter is Janice Luna Reynoso and then Brian Kolodji,
11 Janice, I have activated your microphone. Please
12 unmute and you may begin.

13 JANICE LUNA REYNOSO: Good afternoon, CARB, CTC,
14 and HCD Board members. My name is Janice Luna Reynoso.
15 And I'm the Executive Director of Mundo Gardens based in
16 National City in Southeast San Diego. In the fall of
17 2023, Mundo Gardens, an Urban Collaborative Project CDC
18 worked with SANDAG, Caltrans District 11, City of San
19 Diego, and the City of National City on a successful
20 "Reconnecting Communities: Highways to Boulevards"
21 application.

22 In March of 2024, we were honored to receive a
23 commitment to award approximately 25 million non-capital
24 and capital funding to reconnect our communities that were
25 divided by the former 252 Highway in South Crest and the

1 805 in Southeastern San Diego. We hosted a powerful press
2 conference here underneath the former 252 ramp to announce
3 the statewide awardees. The project was planned to begin
4 this past July 2025. However, due to budget cuts, the
5 funding for the statewide "Reconnecting Communities:
6 Highways to Boulevards" program was removed from the State
7 budget in May of 2025. We'd like to work with the CTC,
8 Caltrans, CARB, and our legislators to restore funding to
9 the program.

10 The 25 million that was planned for the San Diego
11 and National City area which funded community visioning
12 process to build on a 2011 Caltrans EIR and a 2015 City of
13 San Diego Southeastern San Diego Community Plan. Those
14 plans called for the removal of the underutilized 805 43rd
15 street freeway ramps that were part of the former 252
16 highway. The project would unlock 57 acres of public
17 right of way to redevelop the land for housing, a
18 community land trust, green space, naturalized water flow
19 and construct local streets and roads to provide
20 neighborhood mobility and restore connectivity.

21 We look forward to working with you to restore
22 the Reconnecting Communities funding, implement the
23 project vision, and heal our community. Thank you.

24 CARB BOARD CLERK MOORE: Thank you.

25 Brian Kolodji. I have activated your microphone.

1 Please unmute and you may begin.

2 BRIAN KOLODJI: My name is Brian Kolodji. I'm
3 with Kolodji Corporation. And I have a very brief short
4 question or comment.

5 Good afternoon, CARB Chair, CARB, CTC, and HCD.
6 My concern is we have these vehicles that are run off
7 batteries. And I'm a chemical engineer by practice. And
8 we're going to be eliminating gasoline cars. And the
9 amount of power required to charge the amount of
10 battery-driven cars that we're going to be needing to
11 replace gasoline driven cars will potentially triple
12 our -- the amount of grid that we currently have. And
13 this already -- this grid in California, according -- you
14 know CDC well knows is very challenged. We're importing
15 energy.

16 And so, I hope CARB and CEC are looking at the
17 power requirements to charge these vehicles and where
18 we're going to get that power from. And it could cause us
19 more problems. We'll end up being -- importing even more
20 power and costing consumers more money.

21 That's all I have to add. Again, thank you.
22 Brian Kolodji with Kolodji Corps.

23 CARB BOARD CLERK MOORE: Thank you.

24 That concludes our in-person and Zoom commenters.
25 I will turn the microphone back to Chair Sanchez.

1 CARB CHAIR SANCHEZ: Thank you. Thank you. I
2 will now open it up for discussion, comments, reflections
3 from both our Board members and Commissioners. If you
4 want to flag us around. Anyone want to -- yes, Supervisor
5 Ortiz-Legg.

6 CARB BOARD MEMBER ORTIZ-LEGG: Well, I don't have
7 my light on yet. I was waiting for other folks. I think
8 I'll wait for others

9 CARB CHAIR SANCHEZ: You'll wait. Okay.

10 CARB BOARD MEMBER ORTIZ-LEGG: Okay. Thank you.

11 CARB CHAIR SANCHEZ: Maybe I have -- I see
12 Board Member De La Torre. Yes, you're up first.

13 CARB BOARD MEMBER DE LA TORRE: Thank you,
14 Chairs. I want to talk about the Congressional Review Act
15 and the -- how we got here. So -- and I think I may have
16 said at some point at a CARB meeting, but happy to say it
17 again. It's on.

18 Okay. Let me get really close. So I'm talking
19 about the Congressional Review Act and how we got here.
20 So, I'm not a lawyer, but I'm also not an idiot. A
21 federal waiver applies to one state, not all 50 states, so
22 it cannot be considered a federal regulation. Also, the
23 same Senate Republican leadership in Washington that is
24 constantly espousing state's rights, broke its own rules
25 to undue a duly approved California environmental policy

1 that protects our residents from air pollution, period.
2 It's only state's rights when you're in one of their
3 states apparently.

4 Finally, California's efforts on air pollution at
5 the California Air Resources Board predate, predate the
6 United States Environmental Protection Agency and the
7 federal Clean Air Act. So we are unique among states in
8 that, we historically have received our federal waivers
9 from both Democratic and Republican administrations. Our
10 two skilled U.S. Senators Alex Padilla and Adam Schiff
11 implemented a smart strategy. This is while it was still
12 going on. They asked the General Accounting Office to
13 determine whether the Congressional Review Act written for
14 federal regulations applies to waivers. The GAO used
15 common sense and ruled that it did not. Then they took
16 that ruling to the Senate Parliamentarian, who also
17 determined that a federal waiver for one state is not a
18 federal regulation.

19 Despite these two clear rulings, Senate Leader
20 Thune from South Dakota, less than one-fortieth the
21 population of California falsely claimed it was a
22 regulation and led to the vote to rescind three California
23 environmental waivers, bypassing its own rules. This
24 hurts the people of California who have to breathe dirtier
25 air because of 51 non-California senators.

1 This isn't federalism. This is trying to punish,
2 trying to ram something down a state's throat that is only
3 trying to comply with the federal Clean Air Act. It's
4 their law that we're trying to comply with. And they are
5 crippling us in our efforts to do so.

6 So, going forward, obviously, we're going to be
7 fighting it for all the reasons. And those who are
8 lawyers are going to do a much better job than I just did
9 explaining it in plain language, but to have the
10 transportation ripple effects that were laid out today is
11 adding -- just adding to the punishment, adding to the
12 attack on California.

13 And in terms of just the broader issue here,
14 forgetting the legal and the policy, there is never a
15 disincentive for efficiency. And that's all we're trying
16 to do is create more efficient vehicles in the state of
17 California that don't add to the pollution burden that we
18 already have. That's all we're trying to do, which by the
19 way ends up saving people money. So it's about
20 affordability. It's about clean air. And it's about
21 being treated fairly by our own federal government.

22 Thank you.

23 CARB CHAIR SANCHEZ: Well said, Board Member.
24 Thank you.

25 Dr. Shaheen.

1 CARB BOARD MEMBER SHAHEEN: Thanks so much,
2 Chair. And I wanted to thank Dr. Schilla and Division
3 Chief Alba for your presentations. It's a very sobering
4 presentation, but I feel like we're in good hands, that
5 our agencies are collaborating very closely and working
6 hard. I know in my staff briefing, I was very confident
7 that California is working very closely with the federal
8 government to move forward on this. I did have one small
9 question regarding the conformity process for you all and
10 then a comment that I'd like to make about VMT.

11 So my question is is how would a conformity lapse
12 affect project level approvals currently under the
13 environmental review or STIP, or in the STIP cycle? So
14 where we are right now with those.

15 CTC EXECUTIVE DIRECTOR TAYLOR: So Tanisha Taylor
16 with the California Transportation Commission. For
17 projects that are currently in the environmental review
18 process, it's kind of one of those you can't pass go if
19 you can't demonstrate conformity. And so what you'll hear
20 from one of our presenters today is that there is a
21 project that is sitting and waiting for the federal
22 government to kind of move through these processes from us
23 in Merced County. And so you'll hear about the project
24 and the statewide benefits of how it connects to the
25 inland port in Merced County when we hear from Merced as

1 well.

2 CARB BOARD MEMBER SHAHEEN: All right. Thank you
3 for that, Director Taylor.

4 So the next thing I wanted to just speak about
5 was a lot of the comments we heard on vehicle miles
6 traveled and on the Sustainable Communities Task Force.
7 I'm delighted to be a representative of CARB on that task
8 force, and really hopeful about where we're headed. I do
9 think we've got a lot of tools like the REAP Program that
10 we heard about in Director Velasquez's introductory
11 comments. I think we need to get more funds for REAP and
12 those types of programs, which I believe REAP 2.0 is no
13 longer operating.

14 I also wanted to emphasize something that I've
15 been thinking a lot about in that we have a report coming
16 out in November of 2026, but that we have a lot of urgency
17 around the importance of VMT reduction for air quality and
18 greenhouse gas -- greenhouse gas emission goals. So I'd
19 like to echo something that Jeanie Ward-Waller stated
20 about the importance of maybe some preliminary findings or
21 interim strategies.

22 I, as a transportation expert, fully agree with
23 that we need to focus on the infill housing projects that
24 really work and lead to true VMT reduction, and there's so
25 much evidence empirically that we see that from good TOD

1 practices, or Transit-Oriented Development projects. So
2 keeping our eye on the upcoming report from the
3 Transforming Transportation Task Force, I think there's a
4 lot of opportunities to reinforce and work with public
5 transit as well.

6 Other areas that I think are very exciting that
7 we should keep our eye on are things like low-emission
8 zones and pricing. I think these are strategies that
9 we're going to get bigger bang for our buck. So I'd like
10 to see those strategies emphasized.

11 And then another opportunity I really think we
12 should lean into across our agencies is really coming up
13 with creative pilot projects, working with the
14 Metropolitan Planning Organizations on them, and really
15 leaning in significantly into vehicle miles traveled
16 reduction. And in the coming year, we're going to be
17 addressing SB 375 here. So I think the timing for this
18 conversation is excellent. So thank you.

19 CARB CHAIR SANCHEZ: Thank you, Dr. Shaheen.

20 Board Member Rechtschaffen is making eye contact.
21 Nope not to speak.

22 Yes, Councilmember.

23 CARB BOARD MEMBER GUERRA: Thank you. Thank you
24 very much, Madam Chair. First of all, let me just thank
25 the -- both of our CTC staff and our CARB staff for very

1 eloquently describing the problem that we face here of
2 illegal actions by this administration that will have
3 direct negative health effects to our Californians, and
4 also -- also has created such an instability in the
5 marketplace that has affected the cost of living and
6 affordability.

7 And so I want to thank our staff for, you know,
8 being proactive on this, on those multiple fronts, and to
9 the point of, you know, the -- as was mentioned at the
10 beginning, we want this discussion to be an
11 action-oriented discussion. And one of those actions I do
12 want to thank both of our legal teams for making sure that
13 we are fighting in the courts and fighting for, you know,
14 the fundamental law that is being broken, that is focused
15 on that public health. Yes, the benefits of maintaining
16 those laws address affordability, but most importantly
17 public health.

18 The one thing that I want to highlight here is
19 that these -- the effect of us being able to move forward
20 in the loss of those tools, you know, and the point that
21 public health will get worse means that we have to have
22 also an action to address the gaps -- the gaps in the --
23 in the SIP. And we had this discussion at our last CARB
24 meeting. And for those on the CTC Board that may have not
25 have watched our lively meetings, you know, and we've had

1 a very robust discussion about the challenges we face in
2 the San Joaquin valley and the South Coast area. I'm very
3 proud to say that in the Sacramento Valley we finally this
4 year met ozone attainment -- ground level ozone
5 attainment. We still have work to do on the PM numbers,
6 but we met that ozone attainment.

7 We have a significant gap to meet that NOx
8 reduction based on our current strategy. And without
9 these federal -- the federal funding, the lack of the
10 waivers, we've got a challenge on our hands. And so I do
11 believe that we need to agendize soon and urgently a
12 strategy to achieve that actual gap of the SIP. Because
13 as we saw, the outcomes are not only loss of federal
14 dollars for transportation projects, but most importantly,
15 it is -- it is the public health.

16 Under our current approach, only with the
17 Advanced Clean Fleets Rule that we're moving forward --
18 and I'll repeat what I said at the ACF hearing, we -- as a
19 state, we have to meet the SIP for public health. And to
20 do that, the regulation is going to focus and force our
21 local government agencies -- I heard Regional Transit and
22 our SMUD Board member here discuss the challenges that our
23 cities, our counties, our special districts, our municipal
24 utility districts will be forced to do. They will have to
25 comply with our State law and our State regulation to meet

1 these standards.

2 And to do that, because many of our cities and
3 counties are also facing these budgets reductions, and
4 structural deficits, because of the federal actions, we
5 will be forced by the State Constitution under Prop 218
6 and Prop 26 to increase rates and regressive rates to
7 electrify our fleets. So I think it's important for us to
8 look at a strategy that looks at many options, including,
9 as was mentioned earlier, alternatives, time frames on RNG
10 to making sure that we are making those reductions.

11 In Sacramento, we made those attainment
12 reductions, because we used multiple strategies. Yes, we
13 proudly electrified our electric school bus fleets, not
14 only the largest electrical school bus fleet in the
15 nation, but the second largest school bus fleet in the
16 nation. But we also did it through multiple strategies,
17 including natural gas. And so for one of the concerns, if
18 the discussion is about action-oriented discussion, we
19 need to be looking at what options we can do to make sure
20 that we meet -- that NOx gap in the SIP, because it is
21 about public health. And, yes, we will lose federal
22 transportation dollars if we don't meet those standards.

23 So, Madam Chair, those are my comments as, one,
24 we continue to fight in the courts at the federal level,
25 but at the local level here, we have to do that and be

1 responsive the impacts that a regressive fee will affect
2 those that also have the worst health impacts as well.

3 CARB CHAIR SANCHEZ: Thank you, Councilmember.
4 Other -- Commissioner.

5 No, now Supervisor -- what? Both of you.
6 (Laughter).

7 CARB CHAIR SANCHEZ: Supervisor Ortiz-Legg
8 please.

9 CARB BOARD MEMBER ORTIZ-LEGG: Well, thank you.
10 I guess I'm ready now. Appreciate. Thank you for letting
11 me go ahead. So, you know, thank you for being here
12 together with us and having this really important
13 conversation, because it does have everything to do with
14 our ability to continue to lead the state of California.
15 And as somebody who worked in the clean energy industry, I
16 know what these challenges are and I know how important it
17 is for the health and well-being of our people and our
18 economy.

19 But, you know, as a Board member here, I'm
20 representing small air districts. And as a -- and as a
21 supervisor of a rural county, I just really want to ask us
22 to take a good look at these requirements that we have,
23 and that was just mentioned. I think it's important to
24 remember that many of us, just the one-size-does-not-
25 fit-all approach. And when you live in a county that has

1 small urban -- suburban little areas, but a lot of rural
2 around you, things are just really different for us. And
3 so, that reminder comes with the suggestion by
4 Councilmember Guerra regarding a flexibility strategy for
5 us. And I think that that is really important that we
6 look at cost-effective solutions to look for alternatives.
7 And this is not only imperative in regards to the critical
8 agencies that we just heard.

9 You know, there's -- there's -- there are
10 discussions regarding what happened in Southern California
11 in regards to fleet access during the fires. These are
12 life and death issues. And when we have those kinds of
13 responsibilities as cities and counties to make sure that
14 our vehicles are running and doing the kinds of things
15 that are necessary for everyday life, whether it is the
16 sanitation districts, or the fire districts, or the water
17 districts, or the -- that we have to have that
18 flexibility.

19 And so, my request is to also support a strategy
20 conversation for alternative, including whether it's
21 renewable natural gas, but there's many ways. And to get
22 there, maybe not as direct as we had hoped for, but I
23 think that we've got look at how we're going to still
24 attain our goals and keep people safe.

25 Thank you.

1 CARB CHAIR SANCHEZ: Thank you, Supervisor.
2 Commissioner Mann.

3 CTC COMMISSIONER MANN: Thank you so much. And
4 thank you to all the speakers. It was really helpful to
5 get all of that information and really appreciate all the
6 work that is moving forward. In my comments, I just want
7 to uplift some of the comments that one of the public
8 comment speakers raised, speaker Ruiz, in talking about
9 some of the issues related to the story telling about how
10 you're moving people from being in gas-powered vehicles to
11 moving to electric vehicles.

12 And the reason why I want to lift that up is
13 because I think that in so many ways like this part of how
14 our population has faith in system-level and
15 infrastructure investments and the stability of them is
16 really important. I worked for years in South Los
17 Angeles, where I was speaking to people about putting
18 charging stations into the community and how critical that
19 is, because if you have people going through your
20 community, you need a charging station, the same way that
21 you need a gas station.

22 The fact that getting people to actually convert
23 and move into different cars, getting mechanics to not
24 have resistance towards having EV infrastructure, because
25 they also have possibilities there, or community colleges

1 teaching this, there is a whole other level of
2 infrastructure behind all of this in order to make it
3 function and to make it work. And that piece cannot slow
4 down. We have the momentum. We need to keep up the
5 momentum, because at the end of it, there are lives that
6 are at risk. That's why we're doing this. And there is
7 also this piece in terms of their jobs.

8 We're having people move into fields, because
9 they were growing fields. And so to cut them off, so that
10 they're no longer growing fields, where there's solid
11 middle class jobs, where they can raise their families and
12 keep them safe, I really appreciate all the tools that are
13 being used in order to address this, because we do have
14 momentum now. And that momentum cannot slow down. I've
15 been working on environmental justice issues for decades,
16 now. And I will say that the past like five years has
17 been the most promising piece of all of this of how we can
18 actually ensure that we're protecting vulnerable
19 communities, that people are safe, and we're not -- we're
20 not pitting the economy against environmental benefits,
21 and having us continue that is really critical.

22 So all the pieces that were discussed, be it
23 litigation, gap filling, all of these different elements
24 are just incredibly important, because we need our
25 population to continue to have faith in the fact that when

1 we say we're making investments, those investments are
2 made, and that they can believe in a stability of a system
3 that looks after and protects their health, and cares
4 about their families and how they're going to prosper too.

5 So thank you.

6 CARB CHAIR SANCHEZ: Thank you, Commissioner.

7 On to the Zoom. Board Member Takvorian, the
8 floor is yours.

9 CARB BOARD MEMBER TAKVORIAN: Thank you, Chair.

10 And I'm excited to be with you, at least virtually, and
11 appreciate all of the presentations and the community and
12 public input that we heard today. Just a few points that
13 I wanted to underscore. Of course, we've heard that while
14 significant progress has been made in California, so much
15 serious air pollution remains in multiple regions. And
16 CARB's plan for reducing this serious and
17 disease-producing pollution is being challenged right now.

18 I think that vehicle emission reductions, we all
19 know that they're critical to improving air quality and
20 meeting the federal standards, as well as meeting the
21 community-driven goals reflected, for instance, in the AB
22 617 Community Emission Reductions Plans that are emerging
23 in 19 communities around California. So I just wanted to
24 underscore the -- and appreciate the recommendations from
25 the Sustainable Communities Task Force, as noted in Dr.

1 Cliff's presentation, focusing on a couple.

2 One is I think the -- that we do need
3 conversations about the incentives and where they're being
4 directed. I appreciated the recommendations related to
5 procurement. So that while I understand municipalities
6 face unique challenges, they are also the models for the
7 private sector, for nonprofit organizations. And they
8 have a responsibility to those communities that are
9 impacted, environmental justice communities, low-income
10 communities of color that are the most impacted.

11 And I don't think any of us want to go backwards.
12 I'm not -- I don't think that's what we're hearing, but we
13 do need to go forward in, for instance, some of the
14 multi-family housing that Director Velasquez talked about.
15 How can we ensure that the infrastructure is there for
16 those residents, so that they can keep moving forward with
17 electric and zero-emission vehicles that have so far
18 avoided -- evaded them? And so that I think is critically
19 important.

20 Also, I want to lift up the call for an -- a
21 statewide Indirect Source Rule, which I think will help
22 all of the air districts who are struggling. And some are
23 being successful, others are struggling to enforce that
24 themselves. And as we take -- as we have removed some of
25 the heavy-duty regulations, because of the illegal waiver

1 refusals that we've seen, I think we need to step up in
2 that space and provide some of that assistance, both to
3 the local air districts, which would provide some
4 assistance to the municipalities, as well as to the ports.
5 And I know they're doing a lot of innovative work as well,
6 and this could really assist them.

7 So I'd love to hear more from other Board members
8 and Commission members about how we move those kinds of
9 things forward and use our funding, our incentive funding
10 as smartly as possible to target those areas that need it
11 the most. So thank you, Chair.

12 CARB CHAIR SANCHEZ: Thank you, Board member.

13 Commissioner Tiffany.

14 CTC COMMISSIONER TIFFANY: Good afternoon. I
15 just wanted to follow up on some comments just made,
16 particularly in the one size does not fit all. One of the
17 comments or some of the comments made by people who called
18 in were commenting on VMT and the need to get away from
19 sprawl housing. But just as a reminder, these rural
20 areas, and I live in one -- and some are in very rural,
21 some are in rural areas of larger counties like San
22 Bernardino, for example, the reason why people live far
23 away, and then they have to drive, and of course that
24 increases VMT, is because they -- there's an affordability
25 issue. And so, they simply cannot afford the homes closer

1 in to where the jobs are.

2 I fully am in support of getting more housing
3 closer into the job, so we can reduce VMT, but we also
4 need to address the affordability issue elsewhere as well,
5 because until you have more housing, people are going to
6 have to drive to get to their jobs. And just a reminder,
7 when we look at some of these rural areas, they don't have
8 the options like transit that you see in urban or even
9 suburban areas.

10 So, we need to get more transit to those areas to
11 get people out of their cars, but it's a very different
12 situation when you look at rural areas and you look at
13 urban areas. And I just -- we have to remember that as
14 we're looking at VMT and concerns about, you know, how
15 many people are in their cars.

16 Thank you.

17 CARB CHAIR SANCHEZ: Thank you, Commissioner.

18 Seeing no additional comments, I just want to
19 thank Board Members and Commissioners for offering their
20 reflections on our path forward.

21 We will be breaking for a brief 10 minutes. If
22 we can plan to be back at 3:05, we are excited to be
23 joined by our regional partners for our regional
24 government representatives and we'll be hearing from them
25 after the break.

1 Thank you.

2 (Off record: 2:54 p.m.)

3 (Thereupon a recess was taken.)

4 (On record: 3:20 p.m.)

5 CARB CHAIR SANCHEZ: Okay. Here we go. Welcome
6 back, everyone. Thank you for enjoying that short break.

7 Are we back on Zoom?

8 We're back on. Great.

9 The next item on today's agenda is item number
10 three, Regional Perspective: Air Quality, Housing, and
11 Transportation Project Delivery. This item consists of
12 five presentations that together will give us a sense of
13 how the unlawful Congressional resolution will impact
14 regional government's ability to manage air quality,
15 housing, and transportation goals across California, from
16 urban areas to rural communities.

17 Regional planning and implementation, which
18 integrate transportation and housing actions are vital to
19 support thriving regions where Californians can easily get
20 to work, school, and everywhere they need to go. Our
21 partners at the regional level offer important
22 perspectives on both the near-term and long-term impacts
23 of the illegal congressional resolutions.

24 Our guest speakers will speak in a series of five
25 back-to-back presentations before we take public comment

1 on all five together, and then we will have another robust
2 discussion here on the Board. I will now turn it over to
3 Antoinette Meier of San Diego Association of Governments
4 to begin.

5 (Slide presentation).

6 ANTOINETTE MEIER: Thank you, Chair. Good
7 afternoon. My name is Antoinette Meier. I am the Senior
8 Director of Regional Planning at SANDAG, the San Diego
9 Association of Governments. And for those of you who are
10 not familiar with SANDAG, we are the Metropolitan Planning
11 Organization and the Council of Governments for the San
12 Diego region, which is comprised of 18 cities and the
13 County of San Diego in the southwest corner of the state.

14 We are a little bit unique in that we are single
15 county a Metropolitan Planning Organization. We have a
16 population of about 3.3 million people and we're a very
17 diverse region.

18 Next slide, please.

19 [SLIDE CHANGE]

20 ANTOINETTE MEIER: All right. We have a lot of
21 tribes in our region. We have significant military
22 installations in our region. We have a U.S.-Mexico border
23 with multiple land ports of entry, one of the busiest ones
24 in the world. We have a major metropolitan area, but a
25 large portion of our region is very rural. So I think it

1 goes without saying that we have unique and complex
2 transportation needs.

3 Next slide, please.

4 [SLIDE CHANGE]

5 ANTOINETTE MEIER: A couple of things I want to
6 say about what make our MPO unique is that we are not just
7 a planning agency. We actually design, we build, and we
8 fund major transportation projects. We're what's called a
9 consolidated agency. We're also a Transportation
10 Commission, so we manage the half cent sales tax that
11 comes into the region, so our budget is about \$1.3 billion
12 because of the delivery role that we play.

13 So this slide is an overview of the planning
14 process. The planning and programming process describes
15 really how we go from the big picture regional plan down
16 to implementing projects and services. All of the MPOs
17 are responsible for developing the regional plan and we
18 have a lot of State and federal requirements we have to
19 meet in order to get those plans approved. We update
20 those plans every four years. After our Board adopts
21 them, they let us know what their priority projects are
22 from that plan, and we go out and seek funding to
23 implement those projects.

24 Once we identify funding, the projects go into
25 our annual budgets and we start the planning process. And

1 as we get through the planning and environmental process,
2 ultimately that project ends up in what we call the RTIP.
3 And the RTIP is that five-year investment plan, and all
4 the projects that we plan to deliver.

5 Next slide, please.

6 [SLIDE CHANGE]

7 ANTOINETTE MEIER: So we are going to be going to
8 our Board and asking them to adopt our 2025 Regional Plan
9 in a few weeks. We're excited. We've been working on
10 this plan for the last three and a half years. There are
11 \$125 billion in projects and programs in the regional
12 plan. And while we largely think of the regional plan as
13 a transportation plan, there's also significant
14 investments in housing, in smart growth development, and
15 in environmental programs. In order to get our plan
16 approved by the federal government, we have to demonstrate
17 conformity, and you heard a little bit about that in the
18 earlier presentation. So we have to demonstrate that the
19 projects in the regional plan do not worsen air quality or
20 created any new air quality violations.

21 And there's a specific model that we have to use
22 to do that analysis. And there lies the current
23 challenge, because the State of California doesn't
24 currently have an approved model to be able to do
25 analysis. So it's not clear, if we will be able to get

1 our 2025 regional plan approved by the federal government.
2 We're hopeful, but there's a little bit of doubt at this
3 point in the current lockdown that we're in. Our current
4 plan, our 2021 plan, expires in January 2026.

5 So if we don't get our 2025 plan approved by the
6 time that that plan expires, we will go into what's called
7 a lapse grace period, and that will last for about a year.
8 During that year, only plans and projects in our
9 conforming 2021 plan and conforming RTIP are eligible to
10 move forward.

11 Next slide.

12 [SLIDE CHANGE]

13 ANTOINETTE MEIER: So our current RTIP was
14 approved by our Board in December of 2024. It has nearly
15 600 projects that equate to \$7.7 billion over the life of
16 the RTIP. That's not just SANDAG projects. That's
17 Caltrans projects, State projects, local agency projects.
18 And these projects cross modes. It's rail projects. It's
19 bus projects. It is roadway. It is goods movement. It's
20 active transportation projects.

21 Of the 600 projects, most of them, 541 of them,
22 are what are considered exempt projects, meaning they're
23 multimodal projects that are air quality neutral.
24 However, we have about 56 projects that are non-exempt.
25 But I do want to explain that that does not mean that

1 they're multimodal projects. These are projects like our
2 managed lanes that give priority to transit and vanpool
3 projects, but those projects have to go through their
4 conformity process.

5 It's not clear if we'll be able to do any
6 amendments to the RTIP if we fall into a lapse grace
7 period or the types of amendments we'll be able to do.
8 And we amend the RTIP all the time. Although it only gets
9 updated every two years, we amend it when we get new
10 funding and add funding to projects, when we want to add
11 new projects to the RTIP. So it's not clear if we'll be
12 able to do that.

13 And speaking of funding, next slide, please.

14 [SLIDE CHANGE]

15 ANTOINETTE MEIER: Over the next year, there are
16 a number of grant opportunities and funding opportunities
17 that we rely on and all of our partners rely on. So
18 there's the big federal grants like BUILD and CRISI.
19 There's the big State funding programs, like the SB 1
20 grants. In March of 2026, the STIP is expected to be
21 approved. We have many millions of dollars of projects in
22 the STIP. That includes the conversion of our 805 HOV and
23 five HOV lanes to HOT lanes. It includes a major grade
24 separation project on LOSSAN rail corridor, the Carlsbad
25 Trench Project. It includes some safety improvements for

1 one of our rural corridors, State Route 67.

2 Then the SHOPP, there are a number of operational
3 and safety projects that are really critical for our
4 region. And then we'll be asking our Board to adopt our
5 FY 27 annual budget in May. If we have any budget changes
6 to projects in the budget, they could be impacted as well.

7 Next slide, please.

8 [SLIDE CHANGE]

9 ANTOINETTE MEIER: If we were to fall into a
10 complete lapse. So if this conformity lockdown continues
11 for a long time, we would not be able to obligate any
12 federal funding on projects. And that's a problem,
13 because we rely a lot on federal funding. I think most of
14 our projects have federal funding on them. And, in fact,
15 we currently have some pending grant agreements, grants
16 that were awarded but we don't have the agreements in
17 place yet for some really important critical projects that
18 I've highlighted on this slide.

19 So the first one is our Palomar grade separation
20 project. This is supports our blue line. Our blue line
21 is really the workhorse of our transit system. It gets
22 the highest ridership, not only in the county, but some of
23 the highest transit ridership in the country actually. It
24 connects the border to UC San Diego and major job centers.
25 It carries over two million passengers a month. And this

1 grade separation project not only helps the trolley, but
2 it's a critical safety project, because it reduces that
3 conflict between rail and people walking, biking, or in
4 cars. So we have an outstanding FRA grant there.

5 Our LOSSAN corridor, another critical rail
6 corridor. This is the second busiest passenger rail
7 corridor in the country, one of the busiest Amtrak
8 services in the country as well. It is a freight
9 corridor, and the military relies on it. It's a strategic
10 corridor and we have three outstanding FRA grants that
11 would replace a hundred year old bridge. And that would
12 double track segments, so that we could really increase
13 the capacity in this corridor and the frequency of service
14 in this corridor.

15 And then last, but not least, we have a
16 Reconnecting Communities federal grant for our Harbor
17 Drive 2.0 and Vesta Street Bridge project. Harbor drive
18 is a critical goods movement corridor that connects the
19 Port of San Diego and Naval Base San Diego. This project
20 not only facilitates the goods movement, but it also
21 mitigates traffic impacts for the surrounding communities,
22 and it replaces a bridge over Harbor Drive Vesta Bridge,
23 that connects the Naval Base San Diego, one of our largest
24 military installations. So really critical and important
25 projects that would be uncertain.

1 Next slide.

2 [SLIDE CHANGE]

3 ANTOINETTE MEIER: That really wraps up my
4 presentation. I want to just say we remain hopeful. We
5 remain optimistic, and we are extremely thankful to our
6 State and federal partners for all the work that they've
7 been doing to find a solution to this problem, to keep the
8 money flowing, and to keep the big infrastructure projects
9 going. So thank you very much. I'm going to pass it to
10 my partner at SACOG.

11 [SLIDE CHANGE]

12 RENEE DEVERE-OKI: All right. Good afternoon.
13 I'm Rene DeVere-Okie. I'm part of the Government Affairs
14 team over at SACOG. So like my counterparts, I'm going to
15 highlight the impacts that our region is experiencing as
16 part of this conformity lockdown. I'm going to look --
17 give a little bit of background on the air quality
18 dynamics in our region, as well as the ripple effects that
19 the rescission waiver has on what we're doing.

20 Go ahead and go to the next slide.

21 [SLIDE CHANGE]

22 RENEE DEVERE-OKI: So who we are. SACOG is the
23 MPO for the six-county region where we're holding this
24 meeting today. I like to say we are rural. We are urban.
25 We are suburban. We are made up of six counties, Yolo,

1 Yuba, Sutter, Sacramento, El Dorado, and Placer. You
2 mentioned the population of San Diego. That's where we'll
3 be in the next 25 years. So we are a rapidly growing
4 region over time that we need a plan for.

5 Sitting here in Sacramento, you might forget that
6 we are actually three-quarters rural by land mass. So
7 what does that mean for air quality and planning? We have
8 forests, we have ag land, we have regional pride and our
9 access to outdoor recreational opportunities, and our
10 identity as the farm-to-fork capital.

11 When we work with our air districts when they
12 develop their State Implementation Plans, or SIPs, we work
13 with partners and communities in developing how we're
14 going to be balancing environment, economy, as well as
15 looking at an equitable future. In terms of air quality
16 planning, we're actually a region of collaboration. So
17 within our six counties, we have five air districts, four
18 different air quality geographies that -- and three
19 criteria pollutants that we're analyzing. So which really
20 means we have lots of budgets or upper limits that we have
21 to meet, and we do this with lots of coordination and
22 collaboration among sectors, and that's really balancing
23 an economy and environmental health.

24 So this collaboration, I would say Member Guerra
25 who already stepped away, stole my talking point, which is

1 basically we did meet the standard. And so that we have
2 some of the cleanest air since they started measuring
3 since the 1970s. And this is really as a result of
4 individuals and organizations that have chosen to support
5 clean transportation all positions and alternative or many
6 elected officials over the years that have championed
7 incentives and supported clean air policies, and our five
8 air districts that have really had the foresight to
9 propose and implement aggressive clean air strategies, and
10 also, our business community who has adopted and
11 prioritized these technologies and strategies.

12 All this to say is that we have a lean
13 collaborative ecosystem up here, and that's allowed us to
14 be innovative for air quality solutions. That said,
15 without being able to rely on State strategies that lower
16 vehicle emissions and promote some of these zero emission
17 technologies, it's going to be very challenging to meet
18 our federal targets in the future. And we're going to
19 have to look both internally and at our partners to find
20 these emission reductions.

21 Go ahead and flip to the next slide.

22 [SLIDE CHANGE]

23 RENEE DEVERE-OKI: Jumping into our federal
24 duties as an MPO, you heard about this a little bit. For
25 SACOG, we have 22 cities and six counties focusing on just

1 two elements, planning and analyzing. So really at the
2 most basic level, we're charged with producing
3 documentation on how we're going to build and travel in
4 the future, while at the same time not making air quality
5 worse.

6 In practice, we're gathering, we're convening,
7 we're outlining a future that we want to see over the next
8 5, 10, 15, 25 years. And really what we want to be
9 focusing on is implementation of these efforts, moving
10 regionally important project forwards that help with this
11 vision.

12 Go ahead and jump to the next slide.

13 [SLIDE CHANGE]

14 RENEE DEVERE-OKI: Go ahead and hit one more
15 time.

16 [SLIDE CHANGE]

17 RENEE DEVERE-OKI: There you go.

18 So Plan at Risk. So really, what's at risk of
19 us -- for us as a result of this waiver rescission is our
20 planning and our timely implementation. I wanted to
21 highlight where we are today. So SACOG is at the end of a
22 plan update. We call it our MTP/SCS or Blueprint. This
23 is in align -- to align us with our partners to the west
24 and south. We've produced a plan that reflects the
25 interests of our region, works to make air quality better,

1 works for our economy. We've done lots of analysis. We
2 have regional buy-in. Three years of outreach to public
3 business and partners.

4 This plan for us outlines how we're going to be
5 investing more than 40 billion in transportation
6 investments through 2050. We can submit this plan as soon
7 as December. In fact, they're taking -- we're trying to
8 take action on it this month. And so this is approved --
9 a plan that, as she shame mentioned, can't get approved
10 until there's a technical fix, for what this model we call
11 EMFAC, also, to make sure that we can show the emission
12 reductions that we need.

13 Go ahead and jump to the next slide.

14 [SLIDE CHANGE]

15 RENEE DEVERE-OKI: So what this means for us is
16 that right now we have continue to rely on the plan that
17 we have in place. But really, this hamstrings us from
18 being adaptive to on-the-ground building realities. Our
19 problem is just slightly different than our counterparts,
20 in that our problem becomes much more complicated the
21 longer this lockdown goes on.

22 So our current plan and the conformity
23 determination was approved by our federal partners last
24 December. So our plan is actually good until December of
25 2027. But while we have a plan, this means it's pretty

1 much frozen on paper and next steps until a technical
2 solution is reached, so meaning that projects that are
3 really in the works, projects that are refining scope,
4 projects that are receiving new funding, we can't make
5 these changes. And changes mean and delays in timing is
6 missing the construction season, delays in opening and
7 increased costs. So I had three projects examples. Go
8 ahead and jump to the next slide.

9 [SLIDE CHANGE]

10 RENEE DEVERE-OKI: Those are the three. Go ahead
11 to the next one.

12 [SLIDE CHANGE]

13 RENEE DEVERE-OKI: Looking up to our northern
14 county, Yuba County. So here is a federal discretionary
15 grant earlier this year for 35 million within the rural
16 program. It was one of the largest awards out of this
17 nationally competitive round coming into California. And
18 we had support from both sides of our elected delegation.
19 It's a project, which is very much an economic driver for
20 the northern portion of the region connecting a community
21 and economic center. And it's going to increase safety
22 and improve access between Plumas Lakes on Highway 70 and
23 Beale Air Force Base. And it also allows for a future
24 north valley rail stop.

25 So due to the recent federal grant, this is a

1 project that could move forward quickly, but we can't
2 accommodate the changes. Right now, the paper says it's
3 open in 2031. What the project would like to do is open
4 in 2029. So that's a three -- potential three-year delay.

5 Going on to the next project.

6 [SLIDE CHANGE]

7 RENEE DEVERE-OKI: Caltrans Sac I-5 Managed Lane
8 Project. So this is a project that proposes to construct
9 managed lanes in both directions on I-5 from the US-50
10 interchange to the Sacramento River Bridge with ITS
11 improvements. For those of you that flew in today, this
12 would be a managed lane that goes from the airport and all
13 the way here to downtown and prioritize transit.

14 It's a regionally significant investment for
15 improving mobility and economic productivity on a goods
16 movement corridor. It's also a project that is included
17 in what we call our Northern California Megaregion Dozen,
18 which is a portfolio of 12 transformative projects
19 supported by us as well as MTC and San Joaquin COG. So
20 this is a project that is looking to wrap up NEPA in 2027
21 and seek construction funding from some of those pots that
22 she had mentioned. But we can't do this and -- at this
23 moment until something is -- until the fix is reached.
24 And I'll transition to the last example project that I
25 had, which is on the next slide.

1 [SLIDE CHANGE]

2 RENE DEVERE-OKE: So less than a quarter mile
3 away from where we are today is a project that we call
4 Railyards. It's one of the largest infill opportunity
5 these sites west of the Mississippi. One of those fun
6 talking points. It's an infill project that's going to
7 add roughly 244 acres to our downtown core by 2050 and
8 will support brand new housing and brand new jobs. For
9 the SACOG region to reach our greenhouse gas targets and
10 improve air quality in tandem with this growth that we
11 anticipate over the next 25 years, we really rely on
12 changes to our land use. A project like this, when it
13 fully comes online provides housing, implements travel
14 changes we want to see for air quality improvements. It
15 utilizes transit. It puts people closer to jobs and
16 destination, allows for shorter trips, mode shift, making
17 walking biking, scootering all possible.

18 So work in this area is underway. It's coming
19 online. And by coming online that means connecting to our
20 existing infrastructure in what we call the grid. And
21 that's connecting with traffic lights and multimodal road
22 improvements. So a lockdown for a project like this means
23 potential delays to the development of immediate housing
24 and the jobs sites, as a result of the delay in the
25 transportation infrastructure.

1 So to quickly wrap up, for us, the impacts of
2 this lockdown ramp up over time. So we have a plan that
3 we can rely on in the short-term, but this quickly goes
4 from what we're calling a 45 project problem, or 2.2
5 billion, to a really long range implementation problem.

6 And so we are very much supportive of any
7 solutions that the State and federal government can reach
8 to work this out in a timely manner. And with that, I'm
9 going to hand it over to Kenneth Kao at MTC.

10 [SLIDE CHANGE]

11 KENNETH KAO: All right. Thank you Renee.

12 Good afternoon, Board members. I'm Kenneth Kao
13 with the Metropolitan Transportation Commission. MTC is
14 the MPO for the nine-county San Francisco Bay Area. I'm
15 here to talk about -- I'm mainly going to focus on some of
16 the project delivery impacts that we're expected to see as
17 a result of this air quality report lapse and lockdown.

18 Next slide, please.

19 [SLIDE CHANGE]

20 KENNETH KAO: So earlier under Caltrans's
21 presentation, Mr. De Alba presented kind of the three MPOs
22 that are first at risk. And unfortunately, in this
23 situation, MTC is number one. We like to be number one,
24 but not in this situation. Our MTC's current long reach
25 plan expires on December 3rd of this year, which is less

1 than a month away. Without a resolution to this issue,
2 MTC will enter a conformity lapse grace period on December
3 4th. And I believe my -- the previous two speakers
4 mentioned kind of the impacts of that, which I'll cover on
5 the next slide. We are very hopeful that there'll be some
6 swift action in this arena. But if there is not and we
7 face prolonged lapse/grace period, my next few slides is
8 going to go into a little bit more detail on kind of what
9 that means for the Bay Area.

10 Next slide, please.

11 [SLIDE CHANGE]

12 KENNETH KAO: So as mentioned earlier, when we
13 enter a conformity lapse grace period, we are unable to
14 amend and revise our transportation improvement program,
15 our TIP to reflect changes in the project cost, scope, and
16 schedule. Those are going to be very restricted. And
17 what that means is it will put a lot of current projects
18 and their delivery at risk. What this means for the Bay
19 Area is up to and estimated 275 projects and over \$10
20 billion worth of project funds will be at risk of being
21 delayed. And specifically, ongoing and new non-exempt
22 projects are at the most risk. And again, non-exempt
23 projects are those that are expected to require an air
24 quality determination that includes new fixed route
25 transit service or expanded highway capacity, for

1 instance. So those are, you know, the projects that are
2 most at-risk during the conformity lapse grace period.

3 Next slide, please.

4 [SLIDE CHANGE]

5 KENNETH KAO: I will note very clearly that
6 conformity lapse grace period will impact all modes of
7 projects. So that includes transit capital projects,
8 because the large transit capital projects also require an
9 air quality determination. In the near term, we're
10 looking at over \$5 billion worth of funds that are at risk
11 to very important projects to the Bay Area. Those include
12 Bart extension to Silicon Valley, San Jose, which recently
13 got an FTA award of over \$5 billion, the BART Transbay
14 Core Capacity Project, as well as the Caltrain extension
15 to downtown San Francisco, also known as the Portal
16 Project, which eventually will tie into high-speed rail
17 and bring high-speed rail into the heart of San Francisco.

18 There's also over \$2 billion worth of highway and
19 local road projects, which are going to be at risk of
20 delay. Those includes managed lanes projects in Contra
21 Costa and San Mateo counties, as well as interchange
22 improvements at key bottlenecks around the region. And I
23 will also mention that bike-ped projects are also not, you
24 know, escaping without issue. We have a number of
25 bike-ped projects that are linked with those non-exempt

1 projects, such as for transit and for highway jobs, and
2 that could impact up to 3 million -- \$300 million worth of
3 bike-ped projects.

4 And I'll also tie this back in with what
5 Antoinette had mentioned. We have a number of very
6 important programs that are coming online over the next
7 year, which we will not be able to amend into the TIP, if
8 the grace period extends further. That includes the STIP
9 and the SHOPP, which are very important jobs -- or
10 programs that help maintain our system, as well as federal
11 funding, federal discretionary program funding as well as
12 Senate Bill 1 programs. So those projects, we would not
13 be able to amend our TIP to reflect those awards, which
14 means that those projects, even though we have maybe a
15 commitment of funding from the State or the Feds, we
16 actually can't move into delivery of them, because they're
17 not in our Transportation Improvement Program.

18 Next slide, please.

19 [SLIDE CHANGE]

20 KENNETH KAO: In the Bay Area, transit is very
21 important. And I did want to highlight that transit again
22 will not come out unscathed under a prolonged lapse grace
23 period. Even transit recovery projects are at risk of
24 being delayed, particularly on the capital side. Again,
25 we may not be able to add a new funding into our TIP,

1 which means that our transit operators would not be able
2 to access that. And under a prolonged lapse grace --
3 lapse issue, even kind of vehicle replacements projects,
4 usually projects that are exempt could also be able -- be
5 delayed. So that's something that we're very concerned
6 about, especially given how important transit is to our
7 region.

8 Next slide, please.

9 [SLIDE CHANGE]

10 KENNETH KAO: And finally, I did want to
11 acknowledge HCD Director Velasquez's comment about the Bay
12 Area and our work relating to infill development. That is
13 something that we are very focused on, as a part of our
14 Plan Bay Area 2050 adoption, which we're hoping to adopt
15 in the first half of 2026. And infill development is a
16 big part of our strategy to focus growth and continue
17 investing in supportive infrastructure, and, you know,
18 supportive infrastructure here would -- could also be
19 complicated under this air quality conformity issue.

20 And so, we're definitely looking forward to a
21 resolution, so that we can continue to invest in
22 supportive infrastructure to focus our growth and infill
23 development and reduce our emissions and VMT.

24 And in closing, I also did want to continue to
25 thank State staff. They've been very, very helpful and,

1 you know, very willing to share information with us in all
2 of this -- the mess that we're currently in. So I really
3 wanted to thank your staff and bring us along, and for
4 bringing us here to share this information with you and
5 the importance of this issue to our regions.

6 And next, I'll turn it over to Stacie.

7 [SLIDE CHANGE]

8 STACIE GUZMAN: Thank you and good afternoon. My
9 name is Stacie Guzman. I'm the Executive Director of the
10 Merced County Association of Governments, the Transit
11 Joint Powers Authority for Merced County, along with the
12 Yosemite Area Regional Transportation System. And I'm
13 also the sitting Chair of the San Joaquin Valley Planning
14 Agency's Director's Committee. So I'm here not only on
15 behalf of MCAG, but on the eight valley counties in the
16 San Joaquin Valley.

17 Next slide, please.

18 [SLIDE CHANGE]

19 STACIE GUZMAN: So the San Joaquin Valley, as I
20 mentioned, consists of eight counties. You can see them
21 here on the map spanning from San Joaquin to Kern. We are
22 a geography that is in excess of 27,000 square miles and
23 home to four and a half million people. It's about 11
24 percent of the state and includes some of the most
25 disadvantaged communities in California.

1 Many of our counties experience poverty rates of
2 15 to 20 percent, which is considerably higher than the
3 State average of 12 percent. And we struggle with
4 structural unemployment between about 7 and 10 percent,
5 which recognizes our ever-changing and evolving economic
6 situation in the valley. Addressing these disparities has
7 been a challenge in that it's a multi-prong approach in
8 investing in housing near jobs, workforce training, and
9 infrastructure that connects our residents to opportunity
10 in our communities to the broader State economy.

11 But despite these challenges, of course, you
12 can't be surprised that I'm going to talk about
13 agriculture, because we do feed the nation. Our region
14 produces more than 250 different ag commodities and
15 supplies over 25 percent of our nation's food. We
16 generate 70 percent of California's ag value on just
17 one-sixth of the State's area. And we -- thereby,
18 contributing significantly to a \$50 billion ag economy.

19 Our local roads and State highways are essential,
20 as you can imagine, to those farm-to-market routes and
21 vital links to jobs, education, and health care for our
22 residents. As I mentioned, I am the Executive Director as
23 well of -- under MCAG of the two public transit agencies
24 that serve our region. And while transit is growing in
25 our -- what we call our cities, maybe a little smaller

1 than some of my counterparts on the panel, but providing
2 rural transit continues to be very difficult across such a
3 large low density region, but still you'll see a lot of
4 innovate solutions.

5 I know microtransit has been helping expand
6 mobility where fixed routes haven't been practical. That
7 is true in Merced County as others. But that's also a
8 very expensive solution, but critical, because it's in
9 areas that connectivity to jobs and services is even more
10 essential.

11 The valley eight -- the eight valley counties
12 also share an air basin -- a single air basin that is
13 bordered on three sides by mountains. And as you can
14 imagine, this is a natural barrier for and limiting of air
15 movement. Seasonal weather often carries air masses from
16 other areas into the valley, where our calm conditions
17 allow pollutants to settle.

18 Combined, our unique geography and climate makes
19 our region, as we heard earlier, one of the most naturally
20 stagnant air basins in the country. But for more than 20
21 years, my counterparts, I haven't been around for 20
22 years. I've only been round for 10 of those, but we've
23 been collaborating together to improve our air quality,
24 support our ag economy, and invest in transportation
25 networks that connect our residents to opportunity.

1 Our partnership has advanced a number of regional
2 efforts, including the sustainable goods movement strategy
3 that prioritizes freight efficiency and cleaner mobility.
4 And, of course, each of us -- each MPO at the local level
5 are investing in our zero-emission transit fleets, truck
6 charging infrastructure, valley rail, active
7 transportation, including regional bike and pedestrian
8 networks, and our Safe Routes to Schools.

9 Next slide, please.

10 [SLIDE CHANGE]

11 STACIE GUZMAN: So the removal of California's
12 Clean Air Act waivers this summer placed the San Joaquin
13 Valley in immediate conformity lockdown. As we've heard
14 across the table, this means we can't make significant
15 amendments to our transportation projects and it's
16 impacting numerous projects schedules and even forcing
17 some projects as was alluded to earlier into a standstill.

18 The San Joaquin Valley MPOs are scheduled to
19 adopt our RTPs next summer. So if this issue is not fully
20 resolved by the end of 2026, many more projects will be
21 impacted or even eliminated due to the loss of funding or
22 the inability to cover the cost increases that were the
23 result of the delays.

24 Next slide, please.

25 [SLIDE CHANGE]

1 STACIE GUZMAN: So the near-term impacts of the
2 lockdown put over \$2 billion in projects at risk,
3 including those that have already been developed, some
4 that have been approved, some that are already in
5 progress, such as the elimination of some unsafe
6 bottlenecks that remain on unfinished portions of State
7 Route 99, our goods movement corridor and backbone in
8 California, as well as railroad grade separations.

9 And if this isn't -- the situation isn't resolved
10 quickly, projects that have the sole purpose of cleaning
11 our air, and improving safety, and encouraging travelers
12 to choose alternative modes of transportation, may be
13 halted as well. This includes a project in Merced, our
14 transit operations and maintenance facility that will
15 allow us to expand our microtransit program and our
16 zero-emission fleet to the west side, which is our most
17 rural communities in our county, and will also impact our
18 ability to deliver our future hydrogen implementation
19 projects that are funded by SB 125 and federal sources.

20 We also have agencies in our region that are
21 working on implementation of charging and fueling
22 infrastructure projects, and Safe Streets For All projects
23 that includes one in particular in our region that's a
24 bike-ped project that would connect the UC Merced campus
25 to the City of Merced. And if you've been to that region,

1 you know there's a -- there's some -- there's some
2 distance there and a pretty rural remote region.

3 We already know that an additional \$5.8 billion
4 in projects and programs will be at risk after 2026. And
5 we anticipate this number is only going to increase as we
6 look at future project funding opportunities that would be
7 missed.

8 Next slide, please.

9 [SLIDE CHANGE]

10 STACIE GUZMAN: So I want to take a moment to
11 highlight a specific project that was alluded to earlier
12 that has been immediately impacted by the lockdown. And
13 that's the Atwater-Merced Expressway in Merced County.
14 It's a two-mile express way that will connect State Route
15 99 to the Castle Commerce Center, the former Castle Air
16 Force Base, which is home to Merced County's Inland Port
17 Project, and also would be providing a direct connection
18 to the University of California, Merced from the north
19 valley.

20 Next slide, please.

21 [SLIDE CHANGE]

22 STACIE GUZMAN: The Inland Port, as I mentioned,
23 it's received a \$49.6 million CalSTA grant to develop a
24 multimodal logistics hub that moves goods more efficiently
25 through the valley and California's seaports helps -- will

1 help California meet its goals to reduce congestion at our
2 ports. The \$99 million Atwater-Merced Expressway is going
3 to be that critical link between State Route 99 and the
4 Inland Port, where freight will transfer between trucks
5 and trains reducing congestion at coastal ports and on our
6 valley highways.

7 So together, these projects position the valley
8 as a key connection in California's clean modern freight
9 network, reducing truck miles, improving air quality, and
10 supporting jobs. But this project, the Atwater-Merced
11 Expressway is what we've been referring to in many
12 conversations of late, as the tip of the spear, because
13 it's the first in the state to feel that immediate impact
14 of the lockdown.

15 The Expressway is fully funded through
16 construction with multiple RTIP cycles that have been
17 rolled over cycle after cycle for my entire career at MCAG
18 and was a big driver in our ability to pass our sales tax
19 measure was the promise to be able to deliver this
20 project, and it remains our agency's top priority.

21 It was on track to complete our NEPA process this
22 summer. But when the federal rescission took effect, it
23 stopped our progress mid-modeling essentially. So each
24 day of the delay that continues, our project costs will,
25 as we can anticipate, increase. It threatens our funding

1 and postpones those safety benefits, like removing the
2 heavy trucks from our local streets and away from schools.
3 I believe there are two schools directly on the path that
4 trucks are using right now.

5 Next slide.

6 [SLIDE CHANGE]

7 STACIE GUZMAN: Oh, can you hear me? Okay.
8 Good. The San Joaquin Valley estimates impacts to exceed
9 eight billion if the lockdown extends beyond our RTIP
10 adoption deadline. This means that both air quality
11 exempt and not-exempt projects may be at risk. But as I
12 mentioned earlier, this number could be much higher when
13 we consider about -- consider the future funding
14 opportunities that may be lost.

15 We have agencies that have federal grant
16 applications currently under review, additional NOFOs are
17 scheduled to be released, our valley MPOs typically
18 program CMAQ every two -- CMAQ projects every two years,
19 and those could be stopped if -- in upcoming cycles, if
20 this continues beyond that point. Our agencies actively
21 apply for other programs, ATP, various SB 1 program funds,
22 as you can -- have heard from our colleagues are also
23 going to be at risk. And as we know, that if this
24 continues beyond that point, we will not be able to add
25 those new projects and programs to our planning and

1 programming documents.

2 The bottom line I think that I want to -- I think
3 I have one more slide, but to say is that this rescission
4 put our projects in our region at risk, including those
5 that our communities need, the projects that our community
6 has supported to pass our sales tax measures, and that,
7 have course, will also help us implement our SCSs.

8 And then one last slide, please.

9 [SLIDE CHANGE]

10 STACIE GUZMAN: At the end of the day, we
11 recognize the complexity of this situation and the
12 sensitivity of solutions that need to be developed. We
13 know that there will be implications, ramifications for
14 whatever solution is able to be developed. We also though
15 recognize that in this situation we're at with our
16 Atwater-Merced Expressway Project that the solution could
17 take time. It's a unique issue and largely unprecedented.
18 But while we all work together to get the solution right,
19 we can't afford to come to a standstill and risk losing
20 funding that we simply cannot afford to lose, and also to
21 delay those safety, economic, and quality of life benefits
22 that the projects are bringing into our communities.

23 So because of this, several months -- maybe I
24 think it's been a couple months ago, the eight San Joaquin
25 Valley MPOs, through the San Joaquin Valley Regional

1 Policy Council, introduced and started seeking a parallel
2 relief through a two-year grace period for the
3 implementation of the rescissions. This approach would
4 allow us to continue our project delivery progress in the
5 near-term, and that -- and also as the State and our
6 federal partners are able to take the necessary time to
7 adjust to the new regulatory environment. I appreciate
8 your time this afternoon and I will hand it over to Mr.
9 Philip Law with SCAG.

10 [SLIDE CHANGE]

11 PHILIP LAW: Good afternoon. I'm Philip Law,
12 Deputy Director of Regional Planing, Policy, and Analysis
13 at the Southern California Association of Governments, or
14 SCAG.

15 Next slide.

16 Next slide, please.

17 [SLIDE CHANGE]

18 PHILIP LAW: So this -- SCAG is the metropolitan
19 planning organization for the six counties in Southern
20 California shown on this slide. We have 191 cities, 16
21 tribal governments, nearly 19 million residents, what
22 would be the 15th largest economy in the world, and we
23 have nearly 48 percent of the State's population. So our
24 issues are large and complex.

25 So as with the other MPOs, we're responsible for

1 developing the Regional Transportation Plan and
2 Sustainable Communities Strategy, as well as the Federal
3 Transportation Improvement Program, or FTIP.

4 Next slide, please.

5 [SLIDE CHANGE]

6 PHILIP LAW: So unlike some of the other MPOs
7 here, we are not in danger -- immediate danger of a
8 conformity lapse. Our next conformity determination will
9 be for our forthcoming 2027 FTIP and the concurrent RTP
10 amendment, which will occur about a year from now.

11 Now, if the lockdown -- conformity lockdown issue
12 is not resolved in time, our projects in the 2027 FTIP
13 could face delays in receiving federal approval for
14 funding. So while we don't yet have the 2027 FTIP, we can
15 look towards the adopted 2025 FTIP for an illustrative
16 example of the types and breadth of projects that may be
17 impacted by these delays. So we have nearly 400 modeled
18 projects that are worth \$46.5 billion. I want to
19 emphasize a substantial share of that investment, 46
20 percent, is on our transit system.

21 For example, we have LA Metro's Purple Line, or
22 D-line subway extension to the west side of Los Angeles.
23 In the FTIP, we also have over \$1 billion for goods
24 movement related, grade separation, bottleneck, and safety
25 improvements.

1 Now, I mentioned the 2027 FTIP is forthcoming.
2 We would really need timely resolution to the lockdown by
3 about spring of 2026, March/April time frame, which is
4 when we would need to be doing the modeling and regional
5 emissions analysis for that document.

6 Next slide, please.

7 [SLIDE CHANGE]

8 PHILIP LAW: So in terms of project delays, it's
9 important to note that we do have the Olympic and
10 Paralympic games coming to Southern California in 2028.
11 So looking in the current FTIP, we have nearly \$17 billion
12 in critical high-value investments that have been
13 prioritized to support the games, in addition to other
14 near-term transformative investments. And delays to these
15 projects could hinder our region's operational readiness
16 to provide world class transportation for millions of
17 domestic and international visits.

18 We also have, in addition to the FTIP, two
19 federal programs that we are in the process of allocating
20 funding for, the Surface Transportation Block Grant, or
21 STPG, funds roadway, transit, and bicycle and pedestrian
22 infrastructure. We also have the Congestion Mitigation
23 and Air Quality Improvement Program, or CMAQ. Put
24 together, we have \$1.2 billion available for our region
25 over the next two years.

1 Actually, this morning, the Transportation
2 Committee at SCAG approved the recommendations for 130
3 projects and it will go to our regional council for board
4 adoption on December 4th. So any potential protracted
5 conformity lockdown could also cause delays to those
6 projects.

7 Next slide, please.

8 [SLIDE CHANGE]

9 PHILIP LAW: So when we talk about project
10 delays, we're essentially talking about delaying the
11 implementation of our RTP/SCS, which includes projects and
12 strategies that address a broad set of key objectives --
13 goals and objectives. So, of course, air quality
14 improvement is one of those, that's what conformity is
15 about. We have significant projects and strategies in our
16 RTP/SCS that seek to reduce emissions by promoting
17 increased transit use, walking and biking, rideshare, and
18 so on.

19 We also have done extensive regional planning and
20 implementation to support the transition to zero-emission
21 technologies, because we recognize that as critical to
22 achieving our long-term vision as well. So in fact, about
23 a week ago we just opened a \$50 million augmentation of
24 our last mile freight program, which we are pursuing in
25 partnership with the South Coast Air Quality Management

1 District and funded by a U.S. EPA Climate Pollution
2 Reduction Grant. So that program funds the purchase or
3 conversion of Class 4 and 5 heavy-duty trucks --
4 zero-emission or battery electric heavy-duty trucks. So
5 our plan also calls for enhanced integration of our
6 regional transportation network with our forecasted
7 regional development patterns.

8 So this is that connection between
9 transportation, land use, and housing. And so any delays
10 in major transit infrastructure projects, for example,
11 could impact our ability to pursue strategies like
12 transit-oriented development.

13 Our plan also has a number of goals with respect
14 to transportation-related goals that include improving
15 congestion, improving safety, mobility, and accessibility
16 for people and for freight. Economically, we could see
17 job loss from construction delays of large infrastructure
18 projects. And what this all really means is that project
19 delays could reduce our regional economic growth and
20 vitality, and our global competitiveness.

21 Next slide, please.

22 [SLIDE CHANGE]

23 PHILIP LAW: And to build on that point, we can
24 look at the economic impact analysis from Connect SoCal
25 2024, which is our current RTP/SCS. So looking at the

1 initial period of the plan, we estimate that the plan
2 investments and the benefits that we expect from them
3 could increase -- could lead to an increase in 309,000
4 jobs in our region per year and increase our GDP by \$20
5 billion per year. So that gives you an indication of some
6 of the potential economic repercussions from lockdown.

7 And that concludes my presentation. Thank you
8 for the opportunity to speak with you today. We look
9 forward to a timely resolution to this conformity issue
10 and continue partnership with the State in advancing the
11 implementation of our RTP/SCS.

12 CARB CHAIR SANCHEZ: Wonderful. Thank you so
13 much to our regional partners joining us today, both for
14 the informative and illustrative presentations, and also
15 for the ongoing collaboration with all three of our
16 agencies. It is deeply appreciated. We are now going to
17 turn to public comment for both commenters in the room and
18 on Zoom. I will turn it over to the Board clerk to please
19 call on the commenters.

20 Thank you.

21 CARB BOARD CLERK MOORE: Thank you, Chair
22 Sanchez. We have three in-person commenters who have
23 turned in a request-to-speak card and wish to speak at
24 this time.

25 I apologize in advance if I mispronounce your

1 name. I would like to remind all commenters to speak,
2 slowly, closely, and clearly into the microphone for our
3 court reporter and so that the Board can hear you.

4 Our first commenter is Jeanie Ward-Waller.

5 Jean Ward-Waller.

6 JEANIE WARD-WALLER: Again, good afternoon.

7 Jeanie Ward-Waller representing ClimatePlan. We really
8 appreciate the competing challenges that MPOs are facing
9 and particularly this risk of losing federal funds to
10 important projects statewide. ClimatePlan and our
11 partners are very concerned about that risk and about the
12 grants frankly that the Trump administration has already
13 delayed or canceled to California.

14 We want to ensure that transportation funding
15 continues to flow to projects that support our climate and
16 equity goals. That said, many projects that have been
17 prioritized for funding, including a few that were
18 mentioned do not advance our goals, and we urge the State
19 and regions to instead prioritize near-term funding for
20 sustainable transportation projects that provide
21 alternatives to driving.

22 I also just want to mention that we are actively
23 engaged in discussions with MPOs and other stakeholders
24 about reforms to SB 375 to strengthen implementation of
25 the Sustainable Communities Strategies that were -- that

1 were mentioned by the presenters today.

2 We believe the regions have adopted really strong
3 plans that demonstrate that it's possible to reach our
4 ambitious climate goals. However, MPOs are really limited
5 in their authority to effectively implement their plans. We
6 really need our State transportation agencies to be
7 stronger partners in supporting projects and policies that
8 enable us to move people more effectively on our roads and
9 highways.

10 Strategies like road pricing that Board Member
11 Shaheen mentioned are one of those really good examples of
12 a strategy that's critical to many of SCS meeting their
13 targets where the State could do more. And I just
14 highlight what New York city has done with congestion
15 pricing, which in very short -- a short period of time
16 they've seen huge benefits, reducing VMT, providing
17 critical funding for transit, as well as things like just
18 reducing traffic and noise in the city that improve the
19 quality of life for everyone. So California to be looking
20 at that strategy and really stepping up in implementing
21 creative solutions that help advance our goals.

22 Thank you.

23 CARB BOARD CLERK MOORE: Thank you.

24 Our next commenter is Sofia Rafikova.

25 SOFIA RAFIKOVA: Good afternoon again. Sofia

1 Rafikova with the Coalition for Clean Air. We share the
2 concerns that were outlined by the MPOs and that their
3 attraction of the waivers may cause regions to enter
4 conformity lockdown, which could lose them access to a
5 significant chunk of funding, if the FHWA fails to approve
6 the Regional Transportation Plans.

7 However, a lack of a conformity determination
8 doesn't mean that every single project will be halted.
9 Projects have already been authorized or projects that are
10 exempted from the conformity process can continue to be
11 built. We want to use this opportunity to encourage the
12 MPOs in the room to use this time to build projects
13 outside of the conformity process, projects that improve
14 air quality, such as bicycle and pedestrian
15 infrastructure, ride-sharing and vanpooling projects,
16 transit operation investments, and safety improvements are
17 all exempted from having to go through conformity
18 determination, and can still be Federally funded either,
19 even under a conformity lockdown.

20 Thank you.

21 CARB BOARD CLERK MOORE: Thank you.

22 Martha Armas-Kelly.

23 MARTHA ARMAS-KELLY: Good afternoon. My name is
24 Martha Armas-Kelly and I am the Chair of the Equity
25 Advisory Committee. I am honored to speak today following

1 these important reflections on regional transportation
2 needs across both rural and urban communities. As you
3 have heard, the decisions before you are critical, not
4 only for the completion of key projects, but also to
5 demonstrate California's continued commitment to equity,
6 resiliency, and environmental integrity.

7 We recognize that these recent federal changes in
8 metrics have affected the models. And in moments of
9 uncertainty, your leadership can shape on how we move
10 forward with clarity, courage, and care. The regional
11 reports shared today reflect the depth and the complexity
12 of these challenges, but we must not lose sight of the
13 people behind this data that we've heard today. These
14 decisions will directly impact children who deserve clean
15 air and safe routes to school, seniors who rely on
16 accessible transit and in order to maintain independence,
17 individuals with limited mobility and accessibility, and
18 needs that require thoughtful infrastructure and for those
19 that are marginalized in BIPOC communities who have
20 already withstood much of the brunt of the environmental
21 and transportation inequities.

22 In my role, and also in my community, I see daily
23 how transportation intersects with housing, environmental
24 health, and access to opportunity. These decisions are
25 not only abstract, they shape our lives. The Equity

1 Advisory Committee remains committed to supporting this
2 body in advancing solutions that affect California with
3 dignity, diversity, and resiliency, making California
4 communities beautiful and withstanding.

5 We urge you to continue investing in programs
6 that empower grassroots organizations closest to the
7 challenges and that are most affected.

8 CARB BOARD CLERK MOORE: Thank you. That --

9 MARTHA ARMAS-KELLY: We are urgently waiting for
10 your lead. Thank you.

11 CARB BOARD CLERK MOORE: Thank you very much.

12 That concludes our in-person commenters. I will
13 now turn to Zoom commenters. Again, I apologize if I
14 mispronounce your name. Our first commenter is Janice
15 Luna Reynoso and then Mike Bullock.

16 Janice, I have activated your microphone. Please
17 unmute and you may begin.

18 JANICE LUNA REYNOSO: Good afternoon, CARB, CTC,
19 and HCD Board members. Congratulations. Chair Sanchez
20 (spoke in Spanish).

21 I spoke on Item 2 regarding Reconnecting
22 Communities funding. However, item 3 is a better fit for
23 my comments. I offer a summarized version.

24 My name is Janice Luna Reynoso. I am the
25 Executive Director of Mundo Gardens based in National City

1 in southeast San Diego. In the fall of 2023 Mundo Gardens
2 and Urban Collaborative Project CDC worked with SANDAG,
3 Caltrans District 11, the City of San Diego, and the City
4 of National City on a successful Reconnecting Communities
5 Highways-to-Boulevards application.

6 On March of 2024, we were honored to receive a
7 commitment to award approximately 25 million in
8 non-capital and capital funding to reconnect and heal our
9 communities that were divided by the former 252 Highway in
10 Southcrest and in the 805 in southeastern San Diego. The
11 project was planned to begin this past July of 2025.
12 However, due to the budget cuts in the funding for the
13 statewide Reconnecting Communities Highways to Boulevards
14 Program was removed from the State budget in the -- May of
15 2025.

16 The project would unlock 57 acres of public
17 right-of-way to redevelop that land for housing, a
18 community land trust, green space, naturalized water flow,
19 workforce development, and construct pathways, local
20 streets, to provide neighborhood mobility and restore
21 connectivity. We look forward to working with the CTC,
22 Caltrans, CARB and our legislators to restore funding to
23 the Reconnecting Communities Program.

24 Thank you very much.

25 CARB BOARD CLERK MOORE: Thank you.

1 Mike Bullock, I have activated your microphone.
2 Please unmute and begin.

3 MIKE BULLOCK: Yes. Thank you very much. Yeah
4 Board, Chairs, and members, Mike Bullock. I'm a retired
5 systems engineer. And, yeah, it sounds like you're at the
6 mercy of litigation or over waivers. And that's causing
7 you to be stuck in a conformity lockdown.

8 I think you -- in this time, there's still work
9 you can do, of course. And I think that two things you
10 need to do is push up and ask the State for more help.
11 And isn't this meeting just the perfect time for you to do
12 it, but I didn't hear what I wanted to hear in that
13 regard. And then push down, and that is to get the
14 municipal government to do what they can do. And what am
15 I talking about? I'm talking about the CARB Scoping Plan,
16 because it says we have to reduce VMT 25 percent by 2030.
17 That's very soon, and the pricing is essential again. And
18 it -- what the State needs to do is, as fast as possible,
19 put together a road use charge, which would replace the
20 very regressive gas tax. The road use charge would
21 certainly be means based. And it's -- it is -- would
22 really be a pricing and payout system. And there's a lot
23 to the pricing and there's a lot to the payout.

24 Although, the payout is fairly simple. You know,
25 when I drive my Tesla down the road, the money should go

1 to the government which is maintaining the road I'm on.
2 So if I'm up in Todd Gloria's neck of the woods there in
3 San Diego, I'm driving around, his government needs to get
4 that money. I mean, that's how a road use charge should
5 work.

6 And then parking is -- goes down to the municipal
7 governments. And that also needs to be -- a lot of work.
8 You probably need parking vendors to figure that out, good
9 technology in both directions. And I haven't heard any of
10 that, and the specifics of how you do the pricing, which
11 is called for, if you're going to achieve that 2030, and
12 that is the law.

13 Thank you.

14 CARB BOARD CLERK MOORE: Thank you.

15 That concludes our in-person and Zoom commenters.
16 I will turn the microphone back to Chair Sanchez.

17 CARB CHAIR SANCHEZ: Thank you. The floor is
18 yours. Board members and Commissioners, any comments,
19 reflections?

20 Yes, Senator Stern.

21 SENATOR STERN: Thank you, Madam Chair. It's
22 been a sobering last couple of hours here. I watched a --
23 I watched all our MPOs present just now, and, you know, as
24 a follow-on to our last board meeting, really important I
25 think to have this sort of coordinated approach amongst

1 HCD and CTC. So really appreciate the Director and, you
2 know, the head of all our key agencies here.

3 You know, when I look at projects like the Yuba
4 County Plumas Lake Boulevard Interchange Project on phase
5 two and, you know, all the -- it sort of -- it rides
6 between red and blue. These projects from deep in the
7 heart of San Francisco Bay Area out to rural San Joaquin
8 Valley, I think we've got a sort of common challenge here.
9 I think it's been encouraged at least, especially by Ms.
10 Shaheen's exchange about what we can do in the near term
11 just working through the details of how to, you know,
12 avoid a huge conflict here.

13 So I'm hoping that we can resolve some of this in
14 less dramatic fashion than potentially is necessary, but I
15 still, from a stakeholder perspective, I'm still eager to
16 get more engagement from those who have the direct jobs
17 and economic development stake. I think we've heard a
18 little bit from some of folks who represent those in
19 Chambers and, you know, manufacturers. And I know we've
20 heard a little bit from industry today, but I will say, as
21 a follow-on to this meeting, I'm going to try to have some
22 conversations in the Legislature too, just to make sure my
23 colleagues sort of understand the stakes here and
24 what's -- and that the stakeholders we work with for --
25 you know, for example on getting SB 1 passed and the jobs

1 coalition that was built there. I don't see them here
2 today and it may be that it just sort of hasn't dawned on
3 people how serious this stuff is, but I'm hoping that we
4 can start to at least -- at least internally here within
5 our -- you know, our wonkier world, maybe not so much in
6 dramatic fashion, but just to help our builders and our
7 businesses understand what's at stake.

8 So standing ready to help with all that.
9 Although, it seems like at this point, my conclusion is
10 just that there's some very good work to be done at a
11 staff level at this point, and that it doesn't need a huge
12 amount of outside help, but I do think making sure,
13 especially with our CTC friends who interface and our
14 Caltrans community really trying to get -- and our MPO
15 partners, I appreciate SANDAG, and SACOG, and MTC, and the
16 rest for being here. And I'll be talking to my SCAG folks
17 as well, but just to, you know, get this sort of sobering
18 message out there.

19 So standing ready to help. And I just -- I don't
20 see how the State can fill these gaps, so we're going to
21 have to try to soldier our way through this. And I do
22 think it's going to require us -- I mean, I appreciate Mr.
23 Guerra and our supervisor, Ms. Ortiz-Legg, sort of
24 saying -- you know, putting it out there a little bit that
25 we may not get to pursue the road that we've been on the

1 same exact way, and we may need to be flexible about
2 technologies we deploy or pathways we pursue. So I think
3 there's some no-regrets inquiries that we should make and
4 should look to in the future and maybe open our aperture a
5 bit and show some flexibility in these arenas, but --
6 yeah, I really hope all this is -- becomes a moot point
7 very soon. So thanks.

8 CARB CHAIR SANCHEZ: Thank you, Senator.

9 Other comments?

10 Yes, Councilmember.

11 CARB BOARD MEMBER GUERRA: Thank you. I
12 didn't -- I didn't want to cutoff Supervisor Ortiz-Legg
13 over there, but -- who had punched up first.

14 But all I wanted to say, frankly, I, you know,
15 one, appreciate SACOG's work, appreciate the work that
16 they've been doing, particularly on some of the projects
17 here locally. I always appreciate how they're a urban,
18 suburban, and rural region. And the only message I think
19 that I have here is of gratitude for both our CARB, CTC,
20 and HCD, and SACOG staff. And I think the bigger message
21 now for all of us is that we're stronger together, and we
22 need to figure out better ways, now more than ever, to
23 figure -- how to execute the work we're doing.

24 And I know in the past, there have been
25 challenges, as always is, when we work with different

1 levels of agencies, but my, I think, concern and strong
2 message is that for us to execute the work we want to do
3 facing the headwinds is that philosophy of stronger
4 together here.

5 Thank you.

6 CARB CHAIR SANCHEZ: Yes, Director.

7 HCD DIRECTOR VELASQUEZ: Thank you, Madam Chair.
8 Just a couple of comments.

9 Can you hear me here?

10 A couple of comments. First, thank you very much
11 for your partnership, the Metropolitan Planning
12 Organizations and the Councils of Governments represented
13 here.

14 There are two things that you've been extremely
15 helpful with. And just for the benefit of the
16 Commissioners and the Board members, I want to -- I want
17 to elevate those two important elements of our
18 partnership. First is RHNA, the Regional Housing Needs
19 Allocation. We are going to enter the seventh cycle
20 fairly soon. And I always say on these meetings, and I'll
21 repeat it again, RHNA is demonstrably a climate strategy.
22 It has worked that way. It wasn't that way before. It
23 wasn't that way before the Newsom Administration, but it
24 is now, because RHNA results in housing elements in all of
25 your cities that are tied to developable sites and parcels

1 that are all about reducing vehicle miles traveled and
2 make sure that people live in a healthier way.

3 And I do think that we are seeing that playing
4 out, that -- these housing elements that tied to RHNA are
5 strong, enforceable plans. And you've been extremely
6 helpful in the sixth cycle to move all of that along.

7 The second part of my gratitude is the
8 implementation of REAP 1 and REAP 2. In fact, I would say
9 this program is really -- exemplifies so well the reason
10 for this committee. This committee -- joint committee is
11 all about keeping our three entities in check with our
12 ability to implement big state transportation policy and
13 transportation investment and big state housing policy and
14 housing investments in a way that makes people live
15 healthier. That's what this joint committee is all about
16 is -- and REAP really connects these three goals that are
17 interchangeably so well.

18 And, you know, I get all the time asked about
19 continuing REAP, whether there will be a REAP 3 or not. I
20 would say the most important thing right now is to
21 continue to highlight to us, to the Legislature, to
22 everyone you can catalog and explain clear examples within
23 your -- within the construct of your REAP programs, you
24 know, the types of projects that these investments are
25 producing, clean transit, strong housing investments in

1 the right places, and reduction of pollutants.

2 I know you have good examples of that. Keep
3 cataloging them. Keep coming to us, with, you know,
4 highlighting what those are, because I think that keeps
5 fueling the interest, the purpose, and the mission of this
6 joint committee.

7 So thank you for that.

8 CARB CHAIR SANCHEZ: Thank you, Director.

9 Supervisor, did you have comments?

10 Oh, yes, Dr. Shaheen.

11 CARB BOARD MEMBER SHAHEEN: All right. Thank
12 you, Chair. And I just want to also express tremendous
13 gratitude. This was a really powerful presentation. And
14 on top of the presentations that came before it, my big
15 takeaways are that project delays are creating tremendous
16 stress and uncertainty, and that has major implications
17 for our people in the state of California, our air
18 quality, our economic health, our workforce. Philip your
19 slides at the end were quite sobering and impactful in
20 that regard.

21 I'm really concerned about the communications
22 strategy and I don't know what will happen. Antoinette, I
23 feel for you. I've know you for a long time and I feel
24 for you in the position that you're in. And I'm, you
25 know, curious about communication strategies that are in

1 place, because there's going to be a lot of people
2 impacted once you go into this lapse. And it sounded to
3 me like you don't even quite understand what this lapse
4 means.

5 So I don't know if you could comment on that or
6 anybody could speak to what the communication strategy
7 might be in place, if we actually enter into this, which
8 I'm hopeful we will not.

9 ANTOINETTE MEIER: I mean, I can speak on behalf
10 of the region and how we're communicating. Right now,
11 we're really just keeping our Board members informed of
12 these potential impacts. Like I said, we're uncertain.
13 We don't know if we will be able to demonstrate
14 conformity. We believe we have a solution in place, but
15 there's just not a lot of clarity out there right now, so
16 we're keeping our communities informed, our city managers,
17 our Board members informed, just having open dialogue and
18 communication with the State. Every time we get new
19 information, we're sharing that out.

20 CTC EXECUTIVE DIRECTOR TAYLOR: Maybe I'll add.
21 Tanisha Taylor with the California Transportation
22 Commission again.

23 One of the things that we have done is Steve,
24 myself, and Caltrans staff, Ben De Alba, and Marlon
25 Flournoy, who I believe is still in the audience, we've

1 kind of become this triangulated process of communication
2 to make sure not only are we talking across our agencies,
3 but we're also talking to our regional partners, and our
4 regional partners are talking to their partners in the
5 cities and counties, because each region will face this
6 issue differently depending on the timing of when they are
7 in their planning process.

8 And so, communicating in real-time. And I think
9 you'll hear from Director Cliff about how we're going to
10 continue to do that into the future is really important,
11 because the answer today can be very different than the
12 answer tomorrow, depending on whether EPA has approved
13 something, whether there's something from the Federal
14 Highway Administration or the Federal Transit
15 Administration in terms of guidance on how we move
16 forward, because this is -- these are unprecedented times,
17 right? We've talked about the illegality of this action.
18 And because this is an illegal action, because this is an
19 action that quite frankly shouldn't have happened, there's
20 not a lot of guidance on how to move forward.

21 So the more we communicate, the more we work not
22 only at the top, but at our staff levels, the better off
23 we'll be in terms of being able to communicate what's
24 going on in an individual project at any point in time,
25 right? We've seen that today. And the fact that I know a

1 lot of about Stacie Guzman's project from Merced County,
2 because we've been having these conversations about what
3 does this mean, are there creative solutions to moving not
4 only individual projects, but regional plans, because each
5 of our agencies has a different role, right? CARB has the
6 role of updating EMFAC and the SIPs.

7 The Commission has the role of allocating dollars
8 to projects and making sure that those projects are ready
9 to go. Caltrans, in many cases, has the role of approving
10 environmental documents that are on the state highway
11 system. So understanding where each of us are in the
12 process, where each of those projects are in the process
13 allows us to really understand what solution do we need at
14 that moment in time?

15 CARB BOARD MEMBER SHAHEEN: Yeah. I mean, what
16 you're all doing is amazing, because this is very
17 sophisticated, and very complex. Conformity is not an
18 easy thing to do.

19 Antoinette, I noticed in your presentation that
20 you talked about -- it looked like maybe 90 percent of
21 your projects were in the exempt status, is that true?

22 ANTOINETTE MEIER: Yes, that's true.

23 CARB BOARD MEMBER SHAHEEN: So that's good news.
24 It's very good news. And if we go into a lapse, you won't
25 be able to amend them, but what are you are thoughts on

1 the status of those projects?

2 ANTOINETTE MEIER: Well, we don't know what kind
3 of amendments might be allowed right now during that lapse
4 period, so if we would be able to add funding to those
5 projects or not. But for the projects that are fully
6 funded, don't need any additional money, don't have scope,
7 schedule changes, wouldn't require any kind of amendment,
8 those projects can continue to move forward hopefully.

9 CARB BOARD MEMBER SHAHEEN: Wonderful. Well,
10 we're sending you best wishes, because this is going to
11 happen potentially soon, so -- but I did find some hope
12 there when you presented on that. And I'm hoping many of
13 you have exempt-level projects, because those are
14 typically more sustainable in nature. So that would be
15 good news.

16 But those are the rest of my comments, but thank
17 you all. I really appreciate all of your time and the
18 thoughtful presentations.

19 CARB CHAIR SANCHEZ: Thank you, Dr. Shaheen.

20 Supervisor Ortiz-Legg.

21 CARB BOARD MEMBER ORTIZ-LEGG: Thank you, Madam
22 Chair. So first off, I just want to say that this is the
23 unprecedented times that was mentioned, that this is
24 really serious business. Knowing how much quality of life
25 issues that are engaged in every one of these projects has

1 some benefit that will improve quality of life for
2 individuals, no matter what. I don't -- you know, all of
3 these things, the way that we do things now, the way that
4 these projects are planned out today are always going to
5 be an improvement.

6 And I think that we cannot risk -- and I really
7 appreciate the presentations. I appreciate all you being
8 here to really drive home the interconnectivity of our
9 agencies with your life. And I know it's -- small agency.
10 We are not impacted yet, but certainly know the impacts
11 that projects like this that are in jeopardy can mean for
12 a region.

13 I'm really happy the Senator was here. I think
14 he made some really great statements in regards to the
15 sobering quality of this conversation, and that we are
16 going to have to all work together. You know, we've made
17 really great strides, and I just -- I really -- I think
18 that the one page that I'm really looking at is seeking to
19 relieve impacts that we at CARB can do certain adjustments
20 to the EMFAC model. And that is really what needs to be
21 happening and what we need to be talking about perhaps in
22 conjunction with our partners, ensuring that there's not
23 unintended consequences. But again, we're talking
24 unprecedented times. We have to be practical. We have to
25 be thinking about what can we do right now that's going to

1 help all of our entire state practically, particularly in
2 these big metropolitan areas.

3 And so that's my statements in regards to trying
4 to look at other ways of calculation of the EMFAC model.
5 There's -- states do other things and perhaps this is
6 something that we need to be looking at. So I really
7 appreciate you coming forth and bringing us suggestions.
8 And that is our role here is to be able to help our
9 communities improve their quality of life.

10 So, those are my hopes and dreams. Thank you.

11 CARB CHAIR SANCHEZ: Thank you, Supervisor.

12 Any additional comments?

13 Yes, our Vice Chair -- your Vice Chair.

14 Apologies. The CTC Vice Chair.

15 CTC VICE CHAIR REYES FALCON: Your colleague.

16 CARB CHAIR SANCHEZ: My colleague.

17 CTC VICE CHAIR REYES FALCON: No. Thank you for
18 the opportunity to speak. And I just really wanted to sit
19 back and listen. The questions that I had they had to
20 actually ask of staff that was brought up by Caltrans Ben
21 De Alba about over 1,800 projects, \$75 billion that are in
22 question right now really speaks to -- and the regions
23 answered this question that I had asked amongst my
24 colleagues here about, well, what does that mean? And
25 your presentations from the regions really put, you know,

1 color into that question, that there are clean air
2 strategies that are built into your plans and to your
3 projects.

4 I think of, you know, our rural regions in
5 particular that, you know, we would like to see more
6 mobility opportunities, different, you know, alternative
7 modes, but it's not easy. And the projects that are
8 impacting you that, you know, may not be funded, that's
9 air quality strategies that your constituents and your
10 citizens will not -- and communities, you know, are in
11 jeopardy of not taking advantage of.

12 I appreciate, you know, the presentations from --
13 you know, from SANDAG, from SACOG, MTC, SCAG, and others
14 how that really impacts all the hard work that you all do,
15 that we all do, listening to our communities, trying to do
16 the best we can to come up with projects that improve our
17 safety, improve our reliability, but also address our air
18 quality impacts that communities have been -- have been
19 experiencing.

20 And so I really appreciate the conversations that
21 we've had on the policy issues. How do we get to better
22 clean air through VMT reductions, through GHG reductions,
23 how do we keep our EV and other, you know, fuel
24 alternative strategies moving forward in this very
25 questionable time that we find ourselves. Even prior to

1 the rescission of the waivers, we, at CTC, have been
2 asking the question of how do we moved forward with clean
3 freight? We've been contemplating how do we deploy clean
4 infrastructure, clean charging infrastructure along our
5 freight corridors?

6 Freight needs to continue, because that's part of
7 the lifeblood of our economy. We have to move product.
8 We have to continue the economy. We're the fourth largest
9 economy in the world and there's a reason for that. And
10 it's our infrastructure is part of that, right? And so,
11 you know, listening to -- I love the comments about
12 collaboration. And I think, now more than ever, that we
13 need to work together. How do we -- how do we keep moving
14 on these clean air strategies. How do we keep the economy
15 moving? How do we help, you know, our California citizens
16 continue to thrive in this very questionable environment
17 where our projects are tied to federal dollars.

18 And so, you know, I'm big on teamwork. And
19 that's been the good -- the big question in my mind coming
20 into this -- into this meeting is how do we work together?
21 Because you asked the really important questions about how
22 do we keep air quality in the forefront, as these federal
23 dollars that are tied to air quality strategies are in
24 question?

25 And so I don't have an answer. I just wanted to,

1 you know, kind of comment. I'm going to uplift the
2 comments that have been made. And I know that my
3 colleagues at the CTC, this is something really important
4 to us. These strategies that you have all brought up are
5 strategies that we have contemplated as well, is how we
6 incorporate that into our transportation investments.

7 So, really glad to be here and hearing, you know,
8 the collaboration, that spirit of collaboration that I'm
9 hearing.

10 So thank you.

11 CARB CHAIR SANCHEZ: Thank you. The eye contact.

12 Yes. Please, Commissioner Mann.

13 CTC COMMISSIONER MANN: We're getting this down.
14 Thank you so much. This has been such a rich
15 conversation. And hearing all those various examples was
16 incredibly helpful, and, as has already been said, very
17 sobering in terms of the reality of -- these projects take
18 so long to come about. And being at the point where
19 you're able to move forward and all of a sudden, there are
20 these brakes that are put on them, which then does have
21 the reality of sometimes they become unaffordable like
22 after a while because your just increased cost, as we have
23 these further delays.

24 I really appreciated the question in terms of
25 communication and like the level of communication out.

1 And thank you, both, for answering that communication
2 question. My communication question is a bit more in
3 terms of more external to the broader population. So
4 we've been having this conversation, and I think someone
5 used the word like "wonky". We all like policy here.
6 That's why we do these sorts of things. And we -- there
7 is so much like nitty-gritty information. Even the
8 concept of the waiver is very policy focused and it's
9 helpful to bring it down to reality of what does it mean
10 practically on the ground?

11 So my question is -- because I do like to hope
12 for the best, but plan for the worst. And if we are in a
13 place where these projects are not able to move forward
14 and we are seeing that thematically across the state, are
15 there thoughts in terms of what a joint or shared
16 communication plan looks like to the broader people of
17 California who then have all of these impacts, because we
18 often say that transit touches everything. It does impact
19 education, health care, safety, where you can work. It
20 touches everything.

21 And so if we do have issues where it's either ATP
22 projects, or its highway infrastructure, whatever the case
23 may be, do we have some initial thoughts of like even what
24 an outward facing communication strategy looks like when
25 we're talking about billions of dollars of infrastructure

1 going away potentially.

2 CTC EXECUTIVE DIRECTOR TAYLOR: I'll start. But
3 I'll also acknowledge to your point, this is a very
4 challenging issue to communicate. Although, we can
5 simplify it in some regards.

6 One of the things that has already gone out --
7 and we've talked about CARB is suing the federal
8 government. When this first happened, the Governor did
9 put out a press release to talk about some of the impacts,
10 the human impacts of this issue. And so we're continuing
11 to work across all of these channels, as well as following
12 the Governor's lead on how we're communicating these
13 issues out to our communities. I don't want to speak for
14 the MPO regions, but I'm certain as those projects are
15 coming up, as the project managers at Caltrans are within
16 the cities and counties -- we actually have a city here
17 with - Merced County Association of Governments on that
18 Atwater-Merced Expressway Project -- that we start to talk
19 about what does it mean when you start to really feel
20 those impacts, right?

21 Because right now, even for the Atwater-Merced
22 Expressway Project, the public doesn't really understand
23 what the environmental process is, right? They know we
24 look at the impacts of it, but it's still pretty abstract
25 of a project even at that point. And so the project can

1 keep moving forward to a point and then it will stop. And
2 it's at that point where the project stops that it
3 becomes, I want to use the word, "tangible" for the public
4 to understand what that impact is. And that's kind of how
5 we start to communicate in some regards, right? We're at
6 the statewide level and we come down to the regions. The
7 regions are communicating to their boards and their boards
8 are open to the public, just like this meeting is open to
9 the public.

10 And then we get down to the local community
11 level, where there is going to be engagement, right,
12 because there have been commitments of projects saying
13 we're going to come out and we're going to talk to you at
14 this point in the project process. When those points
15 don't happen, we have to communicate why they're not
16 happening.

17 And so it's kind of a mismatch of a lot of
18 things, but it depends on the timing, it depends on the
19 level, and kind of what the outcome of that communication
20 is we're seeking to achieve, so that we're not -- we're
21 not confusing too many people by having 18 messages across
22 the individual MPO regions, one message across the state.
23 And that's why it's kind of -- it's really important for
24 all of our agencies here to be communicating on that
25 communication strategy, because it can go like this very

1 quickly, and people will glaze over and not understand why
2 they should care. To your point, everyone should care
3 because this has an impact on everyone in the state of
4 California.

5 CARB CHAIR SANCHEZ: Thank you.

6 Any additional comments from the dais, Board
7 members, Commissioners?

8 No. No. No. No.

9 All right. Well, I will move to finish up this
10 meeting, by first acting Dr. Cliff to provide a summary of
11 key items, key themes, next steps, and then I will turn it
12 to my fellow Chair for the final word.

13 CARB EXECUTIVE OFFICER CLIFF: Thank you, Chair
14 Sanchez. A really robust discussion and appreciate the
15 Board, and Commission, and Director Velasquez's comments.

16 That -- there is clearly a lot of risk associated
17 with this conformity issue and these recent federal
18 actions that we've touched upon, I think, in a lot of
19 detail. And I want to thank our local partners for their
20 presentations today and their continued engagement and
21 work. I've really enjoyed having this opportunity to work
22 closely with our State partners and with local partners on
23 this issue, and to get out the information, so that we can
24 really understand what those impacts are, and then convey
25 exactly what we're doing.

1 So what we are doing is we have developed those
2 EMFAC 2021 off-model adjustments. We have provided that
3 to U.S. EPA, so that was done last week. We are awaiting
4 U.S. EPA's approval of those and hope that that can be
5 done very soon. Of course, it's complicated. Lots for
6 them to review, and, you know, with, you know, the
7 additional Challenges at the federal level with the
8 shutdown. We expect that that will take a bit of time,
9 but we're hopeful that that will happen quickly.

10 We've also shared some of the -- we've shared
11 that information with our local partners, so that they can
12 start to understand what the impacts of the -- of these
13 off-model adjustments will be, though I know that many of
14 them are starting run it through their program to better
15 understand how those adjustments will impact conformity.

16 So first step, so that we can pass go, is to get
17 the off-model adjustments approved. That then allows us
18 to have the model. And then, secondly will be to use
19 those adjustments in the evaluation. So we'll continue to
20 coordinate with all of our Metropolitan Planning
21 Organizations on all of these issues.

22 And we're also at the State evaluating whether we
23 can develop a frequently asked questions document that we
24 can keep adding to. As Executive Director Taylor
25 mentioned, this is -- the landscape is continuing to

1 change and continues to evolve. I want to provide
2 information in such a way that we're answering questions
3 when new questions come up, that we're being very clear
4 about what the response to that is with the latest
5 information that we have as it evolves. So we are
6 developing -- working to develop something like that, that
7 we hope will be useful for the MPOs, as they continue
8 their work.

9 That concludes my remarks. Thank you very much.

10 CARB CHAIR SANCHEZ: Thank you, Dr. Cliff.

11 Chair Grisby, final words.

12 (Laughter).

13 CARB CHAIR SANCHEZ: Wisdom, yes, encouragement,
14 hope.

15 CTC CHAIR GRISBY: Well, it's been a pleasure to
16 get to know you, and congratulations on your -- on your
17 role. It's been a pleasure to hear from our staff experts
18 and to keep us knowledgeable on this topic, as well as
19 hearing from our regions on the front line about what's
20 going on. It's been so important.

21 I also want to say I appreciate and respect our
22 colleagues and our conversation that we've had on the dais
23 this morning -- this afternoon. It's been so valuable for
24 me.

25 One of the things that comes to mind for me,

1 going back to messaging, is that we know our people care
2 about economics and affordability. If you look at the
3 elections earlier this week, the headline was
4 affordability. Even the election last November was about
5 affordability, and economics, and jobs. So what I heard
6 today is that this is economic warfare on our state. This
7 will increase the out-of-pocket cost for our commuters and
8 our consumers, and affect our businesses and their
9 productivity. That seems to me that we need to have a
10 really organized communication strategy around the
11 economic impacts, the job impacts, the costs out of the
12 pocket of our people.

13 That's something I strongly believe in. It's
14 something I don't think transportation does well broadly.
15 And I've been doing this for years and pushing economic
16 productivity analysis as a major communication strategy to
17 make clear what is oftentimes abstract with a lot of
18 acronyms. Conformity, I'm not sure most folks know what
19 that is. But if you tell them it's going to cost more for
20 you to use your car, they'll get that.

21 So I just want to close on that and I really
22 appreciate our conversation today. I learned so much.

23 Thank you so much.

24 CARB CHAIR SANCHEZ: Wonderful. Thank you all
25 again for the great discussion. Thank you to our staff

1 teams, our regional partners for joining us today, members
2 of the public. As our Governor likes to say, if you want
3 to go fast, go alone. If you want to go far, go together.
4 And there's no greater illustration of that then an
5 entirely full dais here in the Byron Sher Auditorium.

6 So thank you to the Transportation Commission for
7 joining us, to our HCD Director, and really looking
8 forward to the continued work and collaboration ahead.

9 And with that, I will close the meeting. Thank
10 you all.

11 (Thereupon the California Air Resources
12 Board, California Transportation Commission, and
13 California Department of Housing and Community
14 Development meeting adjourned at 4:49 p.m.)
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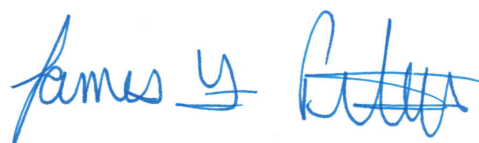
CERTIFICATE OF REPORTER

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing CARB, CTC, and HCD meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 12th day of November, 2025.



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